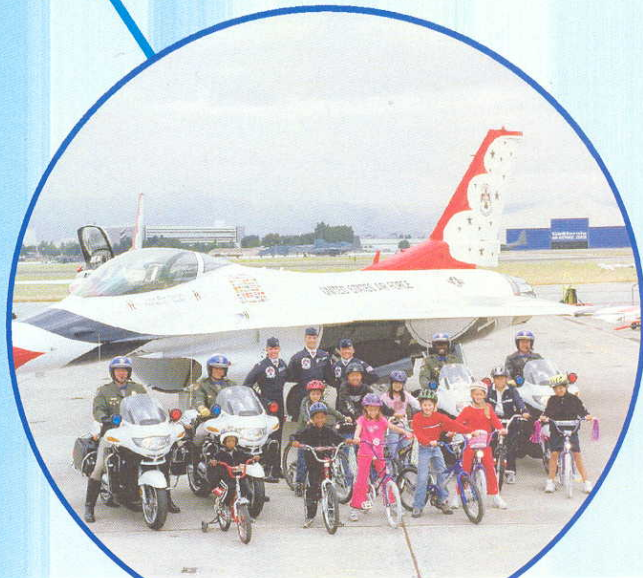
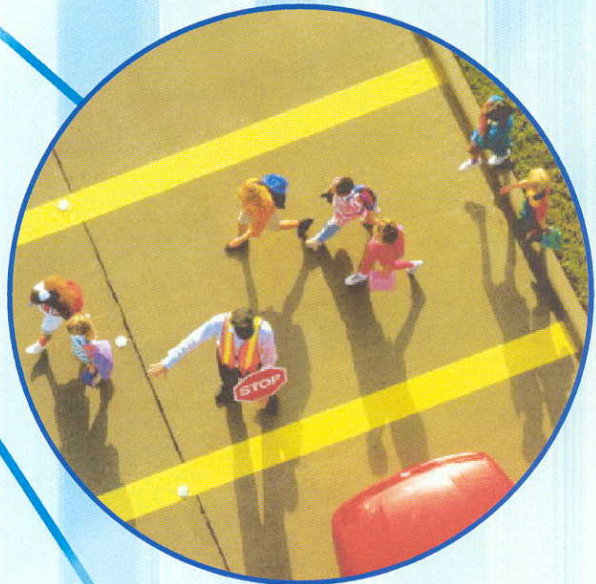
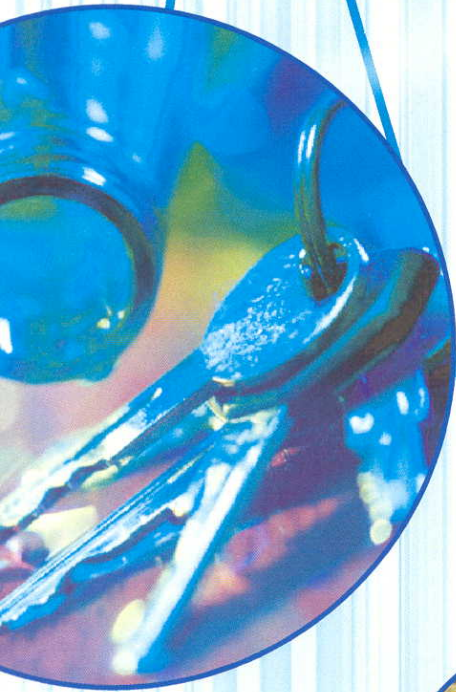
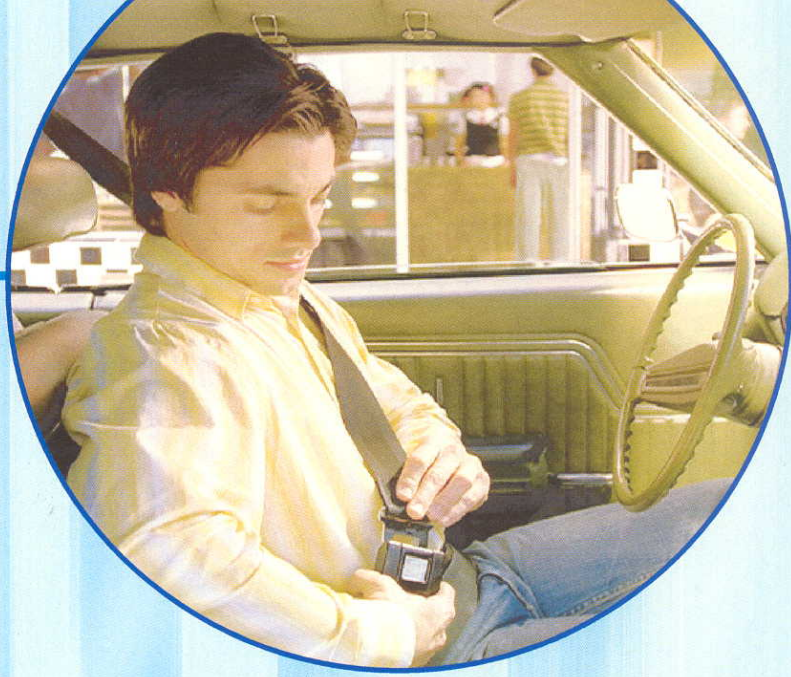




CALIFORNIA OFFICE  
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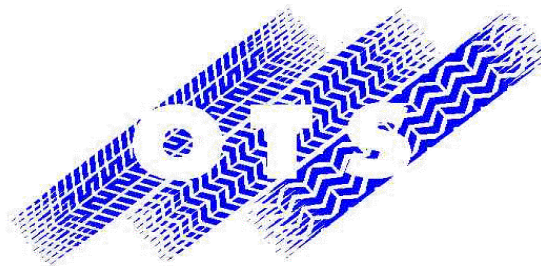


# 2005

## Highway Safety Plan

**CALIFORNIA OFFICE OF TRAFFIC SAFETY**

## **2005 HIGHWAY SAFETY PLAN**



**HIGHWAY SAFETY PLAN**  
**FEDERAL FISCAL YEAR 2005**  
(October 1, 2004 through September 30, 2005)

**PREPARED FOR**

**U. S. DEPARTMENT OF TRANSPORTATION**  
**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**and**  
**THE FEDERAL HIGHWAY ADMINISTRATION**

**PREPARED BY**

**OFFICE OF TRAFFIC SAFETY**  
Christopher J. Murphy, *Deputy Director*

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# **PART I**

## **EXECUTIVE SUMMARY (PERFORMANCE PLAN)**

## PROCESS DESCRIPTION

Section 2900 of the California Vehicle Code requires the Office of Traffic (OTS) to develop a comprehensive plan to reduce traffic collisions and deaths, injuries, and property damage resulting from collisions. The Highway Safety Plan (HSP) serves as California's application for federal funds available to states under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). As of this date, the next federal six-year reauthorization bill is stalled in Congress. The HSP describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all continuing and proposed new grants. The HSP presentation, contents, and format are designed to meet federal requirements.

Developing and implementing the HSP is a year round activity. The process begins by projecting state and community highway safety grant program funding levels on the basis of the best available information. After initial funding estimates are made, planned costs for all projects continuing into the next fiscal year are identified. Continuing costs are deducted from estimated total available funds to arrive at the net dollars for planning new programs. Each project displayed in the HSP (both new and continuing) will have the budgeted amount of funds for this fiscal year identified. For continuing projects, we are unable to recalculate each year's carry forward amount in order to show in outlying years. Actual figures are transmitted via other documents.

The grants are designed to address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records and engineering. These priority areas correspond directly to specific problems in California.

The OTS grants selection process is very competitive. In October 2003, OTS mailed Requests for Concept Papers (RFCPs) to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. At the same time, the OTS internet website was updated with all of the information relevant to applying for a traffic safety grant, as well as downloadable forms to submit by the deadline dates. In late November and early December, OTS staff conducted nine Grant Writing Workshops across the state. Several hundred local traffic safety professionals attended and heard about upcoming trends, learned the ropes of developing Concept Papers, received information on fundable items, and discussed best practices in traffic safety.

OTS screens grantee applicants against both quantitative and qualitative criteria. The proposals are rated against several criteria including potential traffic safety impact; collision statistics and rankings; seriousness of identified problems; and performance on previous grants. Along with reviewing the proposals, OTS analyzes traffic safety data and information available from the following information sources:

- **The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The California Highway Patrol (CHP) receives collision reports (Form 555) from all local police agencies, in addition to collision reports from their own area offices. CHP maintains the statewide database. The year 2003 collision data used in this HSP represents provisional data only.
- **The Traffic Accident Surveillance and Analysis System (TASAS)** - This system provides data pertaining to state and interstate highways and includes detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.

- **The Automated Management Information System (AMIS)** - This Department of Motor Vehicles (DMV) system contains records on all registered motor vehicles and all licensed drivers within the state.
- **The Arrest and Conviction File** - The Department of Justice (DOJ) maintains a record of all arrests made within the state, including the final disposition of each case.
- **Census Data** - The State Department of Finance provides population estimates.

Proposals from State and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2004, OTS had received over 425 proposals for funding during fiscal year 2005.

After completing their analysis, OTS regional coordinators developed and presented funding recommendations to OTS management. The Deputy Director then determined OTS' funding recommendations and scheduled a meeting with the Business, Transportation and Housing (BT&H) Agency Secretary, Sunne Wright McPeak, to present the OTS funding recommendations. In May 2004, the OTS Deputy Director met with the Agency Secretary and presented our recommendations for funding in fiscal year 2005. The BT&H Agency Secretary approved our recommendations for funding for fiscal year 2005. Upon receiving final funding approval from the BT&H Agency Secretary, OTS prepares a draft HSP for the BT&H Agency Secretary for approval. The state approved HSP is then submitted to the National Highway Traffic Safety Administration (NHTSA) Region IX office.

OTS' goal is for 90 percent of all new grants to become operational by October 1, 2004. OTS regional coordinators monitor grantee project performance throughout the year through Quarterly Performance Reports and Grantee Performance Reviews.

## **ENHANCEMENTS TO THE CURRENT PROCESS**

All application forms for grants are readily available on the OTS website. With all forms available on the site, agencies are able to easily download and complete the application process. At this point, OTS requires that hard copies of the Concept Papers be mailed to OTS. However, OTS staff is currently analyzing the use of the Internet and email system as a medium for receipt of Concept Papers from the field.

OTS is organized by regions within the state. There are seven regions with ten Regional Coordinators assigned to the ongoing 450+ grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems and who may have not received a recent or even a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS grant coordinator for information on various program areas. The regional concept helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allows the grant coordinators to develop expertise in all program areas. Because the Coordinators are familiar with their region, they have helped to develop regional projects whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. Refer to page 05-I-4 for regional map and appropriate OTS Regional Coordinator contact. In addition to the Regional Coordinators, the

Operations Unit includes two mini-grant Coordinators. One Coordinator manages the more than 180 seat belt mobilization mini-grants, while the other Coordinator takes care of the more than 120 alcohol mobilization mini-grants. Finally, a Special Projects Coordinator manages the database set up within OTS including financial tracking information, project information and crash statistics.

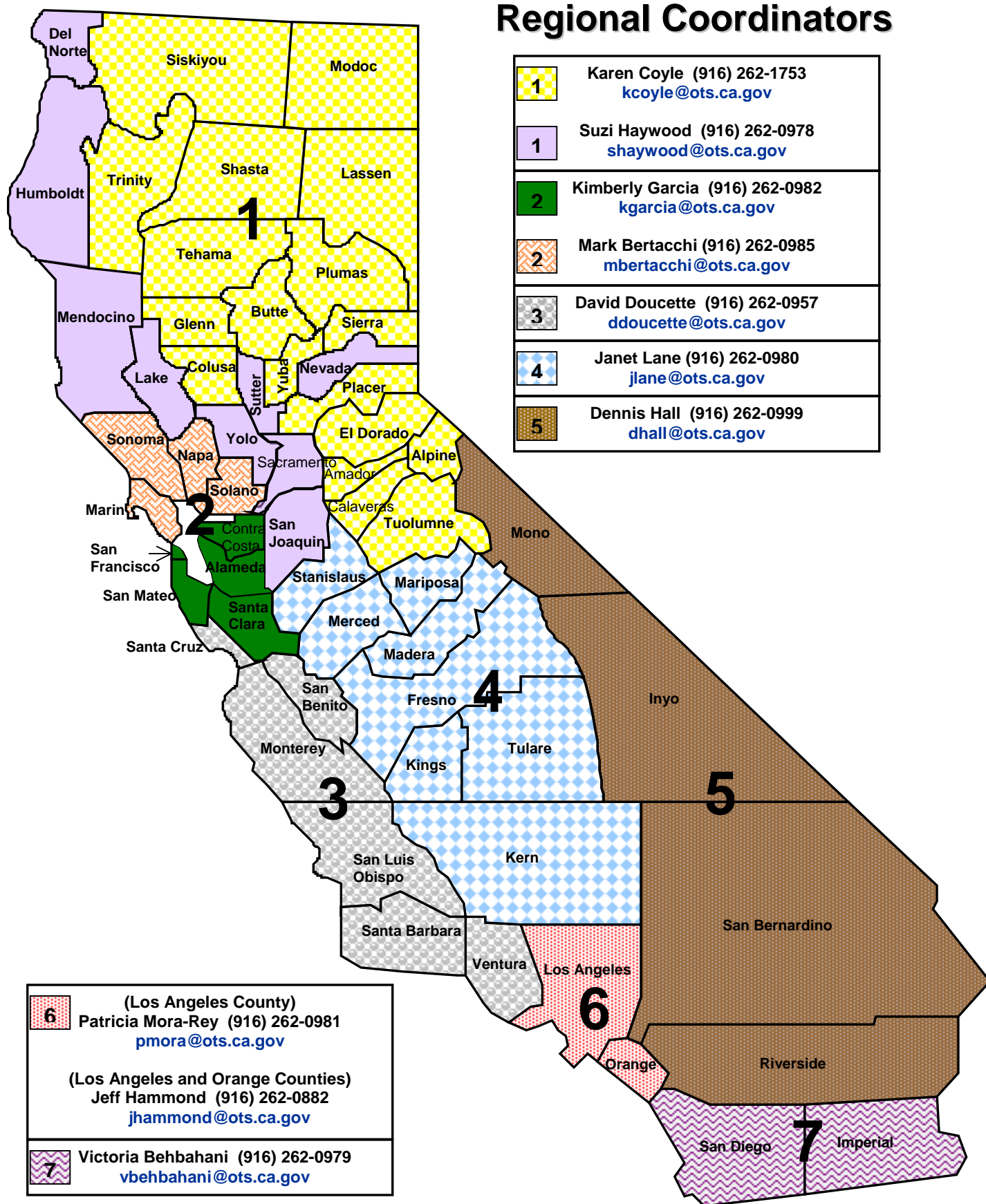
The OTS website ([www.ots.ca.gov](http://www.ots.ca.gov)) is constantly being reviewed to ensure a customer friendly site that meets the needs of agency personnel throughout the state. The site contains all the forms necessary to apply for a grant with information on timelines for submission. It also contains two databases that provide information on crash statistics and grants. Utilizing the most recent SWITRS data, the crash database allows you to search for a California city or county and see a picture of the crash problem specific for that area. The data includes overall rates, alcohol involved, speed related, pedestrian and many other categories. Each city is grouped by population category, thereby allowing for a comparison to other cities of like population. The grants database contains all the grants that are currently active. As in the crash database, you can select any city in the state and view all the current projects. The data provides an overview of the grant with contact information. Also included on the OTS website are sample concept papers, program blueprints and a section on education programs that work. There is also a site for teachers, teens and younger children where they can get information for school and play a traffic safety game with the California Highway Patrol mascot, Chipper.

OTS staff has been working diligently to conduct on site assessments and begin to develop draft applications. OTS Regional Coordinators have conducted regional meetings with grantees to help develop programs. These meetings provide the grantees with the opportunity to discuss grant requirements and to have questions answered by OTS staff. OTS staff also conducts formal one-day Grant Writing Workshops led by the OTS regional coordinators. These trainings provide information on all aspects of grant writing, from allowable costs through use of statistics and best practices. They are normally conducted throughout the state in late November and early December in order to give local agencies enough time to attend and write a Concept Paper by the January 31 deadline for submission.

OTS staff is always on the lookout for ways to streamline our reporting processes, while maintaining the integrity of the documents and meeting all state and federal requirements. As such, this year's HSP reflects the use of more tables in the program areas. The task description provides a narrative overview of the projects within the task; while the table provides a listing of the items to be funded and information on activities, target audiences, etc. In addition, OTS has revamped the Annual Performance Report (APR) to provide an APR that is significantly shorter, less wordy and much more pleasing to the eye. At the same time, we were able to include everything needed to comply with national requirements and include relevant information for our customers in California. We have received several compliments on the APR from within California as well as from other state Offices of Traffic Safety.



# Regional Coordinators



<b>1</b>	Karen Coyle (916) 262-1753 <a href="mailto:kcoyle@ots.ca.gov">kcoyle@ots.ca.gov</a>
<b>1</b>	Suzi Haywood (916) 262-0978 <a href="mailto:shaywood@ots.ca.gov">shaywood@ots.ca.gov</a>
<b>2</b>	Kimberly Garcia (916) 262-0982 <a href="mailto:kgarcia@ots.ca.gov">kgarcia@ots.ca.gov</a>
<b>2</b>	Mark Bertacchi (916) 262-0985 <a href="mailto:mbertacchi@ots.ca.gov">mbertacchi@ots.ca.gov</a>
<b>3</b>	David Doucette (916) 262-0957 <a href="mailto:ddoucette@ots.ca.gov">ddoucette@ots.ca.gov</a>
<b>4</b>	Janet Lane (916) 262-0980 <a href="mailto:jlane@ots.ca.gov">jlane@ots.ca.gov</a>
<b>5</b>	Dennis Hall (916) 262-0999 <a href="mailto:dhall@ots.ca.gov">dhall@ots.ca.gov</a>

<b>6</b>	(Los Angeles County) Patricia Mora-Rey (916) 262-0981 <a href="mailto:pmora@ots.ca.gov">pmora@ots.ca.gov</a>
	(Los Angeles and Orange Counties) Jeff Hammond (916) 262-0882 <a href="mailto:jhammond@ots.ca.gov">jhammond@ots.ca.gov</a>
<b>7</b>	Victoria Behbahani (916) 262-0979 <a href="mailto:vbehbahani@ots.ca.gov">vbehbahani@ots.ca.gov</a>

## **PROBLEM IDENTIFICATION OVERVIEW**

NHTSA defines a highway safety collision problem as “an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience compared to normal expectations.” The fact that a subgroup is over represented in collisions may suggest there is some characteristic of the subgroup that contributes to the collisions. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, vehicles, or roadways that are statistically higher in collision experience as compared to normal expectations.

Isolating and identifying a contributing factor is a great advantage in the planning and selection of countermeasures. If contributing characteristics can be identified and corrected, the collision experience of the subgroup can be improved, resulting in a reduction of traffic collision fatalities and injuries.

OTS uses data sources to identify emerging problem areas, as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. The problem identification process includes the development of collision rates for each California city and county (OTS Collision Rankings). The rates are calculated for population and vehicle miles of travel. The OTS Collision Rankings are available for public viewing on the OTS website.

Cities within population groupings are contrasted to determine if their collision rates are above or below the mean for cities in their category. Cities above the mean are targeted for more in-depth analysis. OTS staff solicits proposals with agencies that have significant problems, but who have not submitted proposals to address identified problems.

A profile of each jurisdiction is available and contains the following:

- Traffic collisions (fatal and injury collisions by city, county) along with information on collisions that involve alcohol/drugs, speed, hit-and-run, nighttime, Had Been Drinking (HBD) Drivers, pedestrians, and bicyclists.
- Demographic variables (e.g., age distribution).
- Driving under the influence (DUI) arrests.
- Primary Collision Factors (PCF) (e.g., unsafe speed, hit-and run, nighttime etc.).
- Normalizing variables (e.g., population and vehicle miles of travel).

Additional data elements can be added to the database as needed. OTS staff was trained to use the database as an additional tool for problem identification. Staff knowledge, experience and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Collisions can be further analyzed in terms of the time, day and month; age and sex of drivers; primary collision factor; and usage of safety equipment.

Other factors also influence motor vehicle collisions and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential. The selection of collision comparisons requires the exercise of judgment.

## **PROGRAM/PROJECT DEVELOPMENT**

The process of selecting new grants for federal fiscal year (FFY 2005) included the following major steps:

- Conduct problem identification.
- Establish goals and objectives.
- Review concept papers.
- Develop funding recommendations.
- Present funding recommendations to the BT&H Agency Secretary for approval.
- Conduct a media event to announce grant awards.
- Prepare Highway Safety Plan.
- Conduct project onsite reviews.
- Review draft project agreements.
- Approve final project agreements.
- Conduct Pre-operational reviews.

The OTS grant program stresses a community based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet in a manner consistent with OTS' statewide goals. Virtually all strata of society will be reached including various racial and ethnic groups, infants, children, teens, young adults and the elderly.

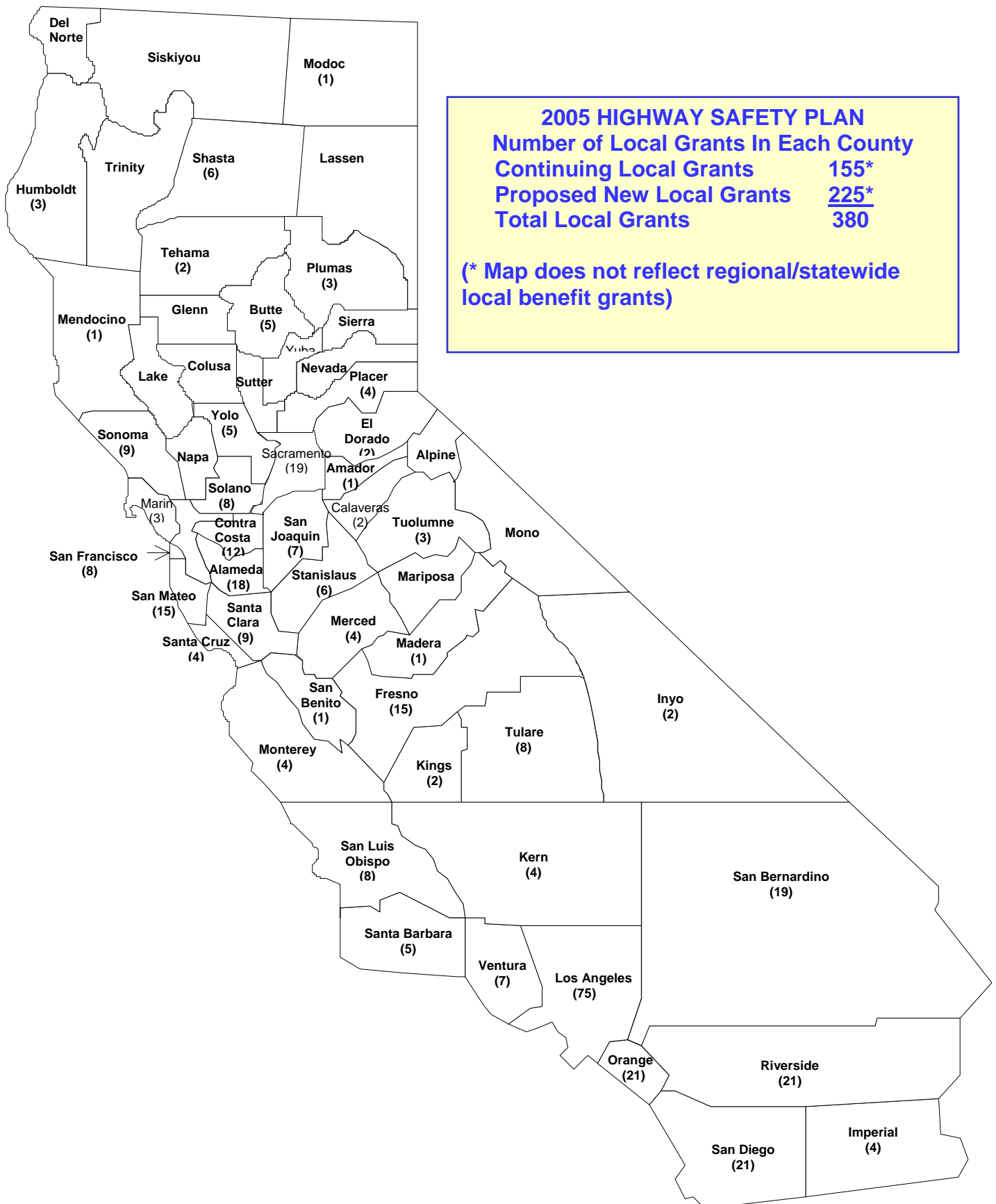
OTS funded grants address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records and engineering. Grants funded in the police traffic services; alcohol and other drugs, occupant protection, and pedestrian/bicycle safety are measured against aggressive yet attainable goals. The remaining priority areas (emergency medical services, traffic records, traffic engineering) support traffic safety goals through improved problem identification and analysis, along with better response times to collisions.

## 2005 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

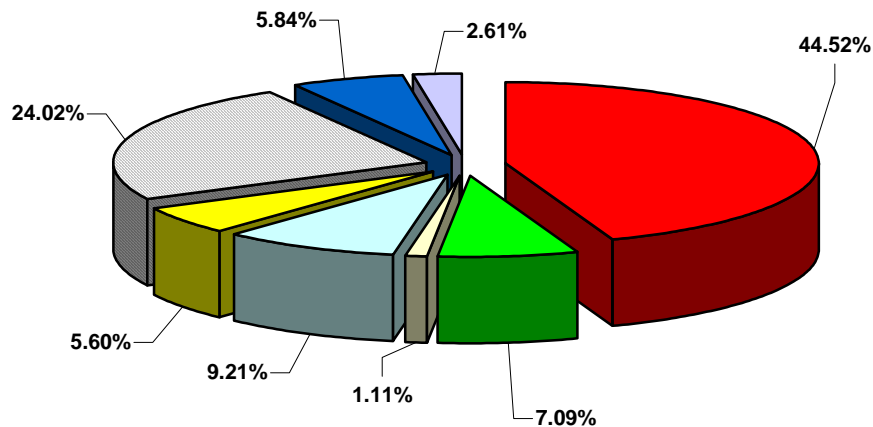
The 2005 HSP includes approximately 315 mini grants and 469 grants; 216 grants continuing from prior years and 253 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

GRANTS (FFY 2005)			
PROGRAM	PROPOSED (NEW)	CONTINUATION	TOTAL
Alcohol & Other Drugs	103	114	217
Alcohol & Other Drugs (Mini-Grants)	135*	0	135*
Community Based Organizations Program	3	16	19
Emergency Medical Services	19	5	24
Occupant Protection	13	13	26
Occupant Protection (Mini-Grants)	180*	0	180*
Pedestrian & Bicycle Safety	35	18	53
Police Traffic Services	49	34	83
Roadway Safety	24	13	37
Traffic Records	5	4	9
<b>TOTAL</b>	<b>566</b>	<b>217</b>	<b>783</b>

\* These numbers are estimates.



**FIRST YEAR COSTS OF  
NEW FFY 2005 GRANTS  
BY PROGRAM AREA  
(\$56,318,140.00)**

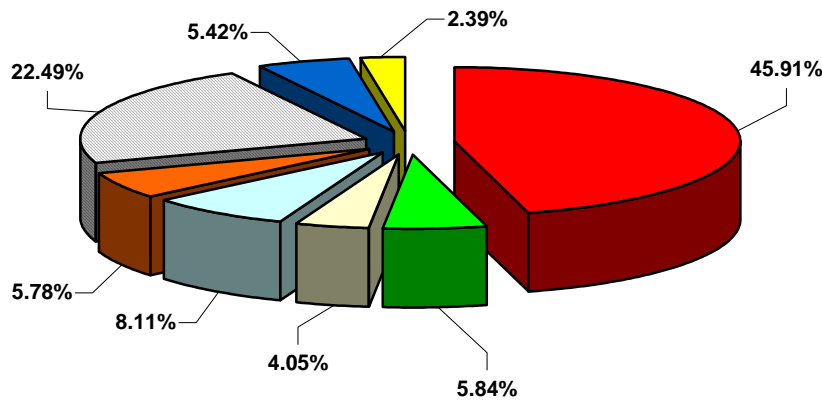


■	<b>ALCOHOL &amp; OTHER DRUGS</b>
	\$25,071,275.00
■	<b>EMERGENCY MEDICAL SERVICES</b>
	\$3,995,115.00
■	<b>COMMUNITY BASED ORGANIZATIONS</b>
	\$624,913.00
■	<b>OCCUPANT PROTECTION</b>
	\$5,188,806.00
■	<b>PEDESTRIAN &amp; BICYCLE SAFETY</b>
	\$3,154,093.00
■	<b>POLICE TRAFFIC SERVICES</b>
	\$13,525,430.00
■	<b>ROADWAY SAFETY</b>
	\$3,289,235.00
■	<b>TRAFFIC RECORDS</b>
	\$1,469,273.00



**PLANNED FUND DISTRIBUTION  
BY PROGRAM AREA  
ALL ACTIVE GRANTS IN FFY 2005  
(\$76,798,195.00)**

**(Section 164 Hazard Elimination Funds Not Included)**



■ **ALCOHOL & OTHER DRUGS**  
\$35,259,607.00

■ **EMERGENCY MEDICAL SERVICES**  
\$4,483,311.00

■ **COMMUNITY BASED ORGANIZATIONS**  
\$3,112,786.00

■ **OCCUPANT PROTECTION**  
\$6,226,863.00

■ **PEDESTRIAN & BICYCLE SAFETY**  
\$4,436,320.00

■ **POLICE TRAFFIC SERVICES**  
\$17,274,466.00

■ **ROADWAY SAFETY**  
\$4,166,033.00

■ **TRAFFIC RECORDS**  
\$1,838,809.00

## GOALS

### PROCESS FOR DEVELOPING GOALS

The goals identified in this report were determined in concert with the problem identification process. The goals were established for the various program priority areas (e.g., Alcohol and Other Drugs, Police Traffic Services, Occupant Protection, etc.); the specific thresholds and target dates were set based on past trends and our experience in California.

HSP goals are accompanied by appropriate performance measures and a description of the data sources used. Performance measures include one or more of the following:

- Absolute numbers (e.g., the number of alcohol-involved collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- Rates (e.g., the number of alcohol-involved collisions per 1,000 population).

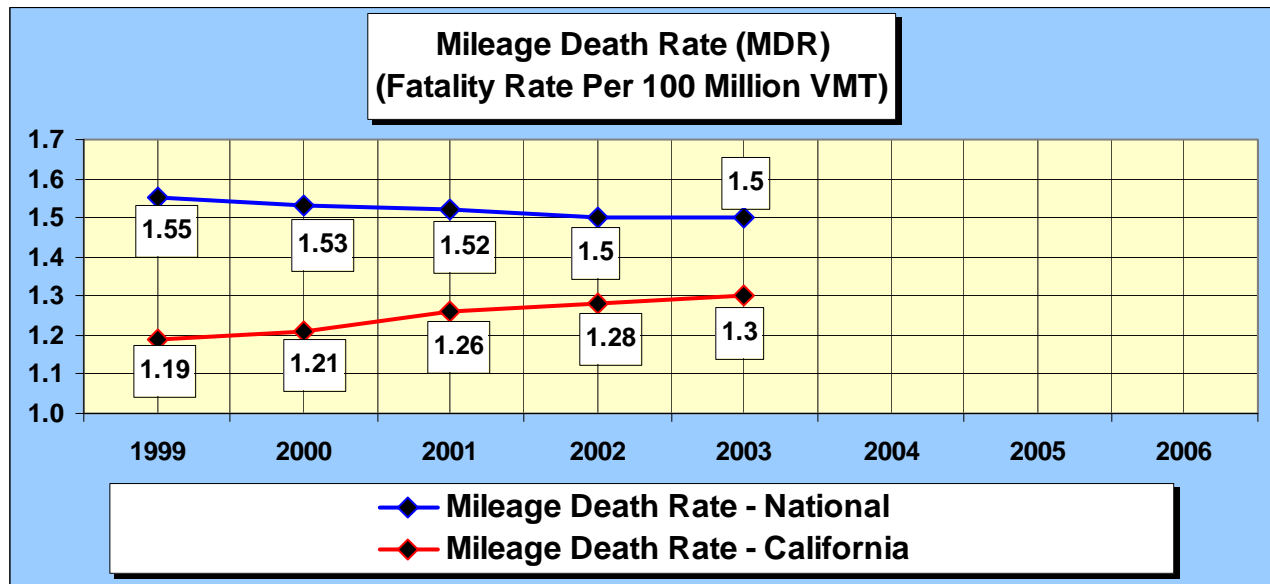
Collisions include fatal and injury collisions only. Graphs and charts are used to present historical trends and goals. Data for a three to ten-year period was utilized in setting goals. This was supplemented by the judgment of OTS staff and management.

### OVERALL PROGRAM GOAL

To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008. The state is currently at an MDR level of 1.30, while the national MDR is 1.51.

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

MILEAGE DEATH RATES						
	1998	1999	2000	2001	2002	2003
CALIFORNIA	1.19	1.19	1.22	1.26	1.27	1.30
NATIONAL	1.6	1.6	1.5	1.5	1.5	1.5



## CALIFORNIA COLLISION DATA – 1999-2003

Data in this table comes from the California Statewide Integrated Traffic Records System (SWITRS) unless otherwise indicated.

	1999	2000	2001	2002	2003
<b>Alcohol Related Fatalities</b>	1,170	1,233	1,308	1,416	1,445
<b>Alcohol Related Injuries</b>	29,833	30,971	31,806	32,041	31,283
<b>Alcohol Related Fatalities Per 100 Million Vehicle Miles Traveled (VMT)</b>	0.47	0.47	0.50	0.52	0.50*
<b>Percent of Drivers in Fatal Collisions at .08% and Above (FARS Data)</b>	14.5%	13.7%	14.6%	13.8%	14.2%
<b>Had Been Drinking (HBD) Drivers Age 19-25 in Fatal Collisions</b>	216	260	304	321	329
<b>Seat Belt Use Rate</b>	89.3%	88.9%	91.1%	91.1%	91.2%
<b>Child Safety Seat Use Rate</b>	85.9%	92.6%	87.6%	85.6%	86.6%
<b>Vehicle Occupants Under Age 4 Killed and Injured</b>	2,894	3,063	2,856	2,946	2,763
<b>Percent of Occupants Killed Restrained</b>	49.3%	52.6%	54.1%	53.7%	56.4%
<b>Pedestrian Fatalities</b>	688	689	721	702	713
<b>Pedestrian Injuries</b>	14,346	14,506	14,545	14,377	13,954
<b>Pedestrians Under Age 15 Killed</b>	86	64	72	60	61
<b>Pedestrians Under Age 15 Injured</b>	4,231	4,310	4,161	3,980	3,569
<b>Pedestrians Age 65 and Older Killed</b>	151	186	179	172	191
<b>Pedestrians Age 65 and Older Injured</b>	1,320	1,337	1,320	1,353	1,373
<b>Bicyclist Fatalities</b>	118	116	116	125	124
<b>Bicyclist Injuries</b>	12,254	12,145	11,412	11,462	10,795
<b>Bicyclists Under Age 15 Killed</b>	11	21	11	19	15
<b>Bicyclists Under Age 15 Injured</b>	3,555	3,224	2,725	3,080	2,725

	1999	2000	2001	2002	2003
<b>Percent of Bicyclists Killed Helmeted</b>	16.1%	20.7%	14.7%	18.4%	20.2%
<b>Total Motor Vehicle Fatalities</b>	3,559	3,730	3,926	4,136	4,227
<b>Mileage Death Rate (MDR) (Fatality Rate Per 100 Million VMT)</b>	1.19	1.21	1.26	1.28	1.30
<b>Total Motor Vehicle Injuries</b>	288,727	303,023	305,907	309,407	306,688
<b>Fatality and Severe Injury Rate Per 100 Million VMT</b>	5.3	5.4	5.4	5.5	5.3
<b>Fatality Rate Per 100,000 Population</b>	10.5	10.8	11.3	11.7	11.8
<b>Fatality and Severe Injury Rate Per 100,000 Population</b>	46.3	48.0	48.7	49.8	48.0
<b>Fatal Intersection Collisions</b>	591	642	654	669	740
<b>Injury Intersection Collisions</b>	61,899	63,896	64,615	65,862	64,537

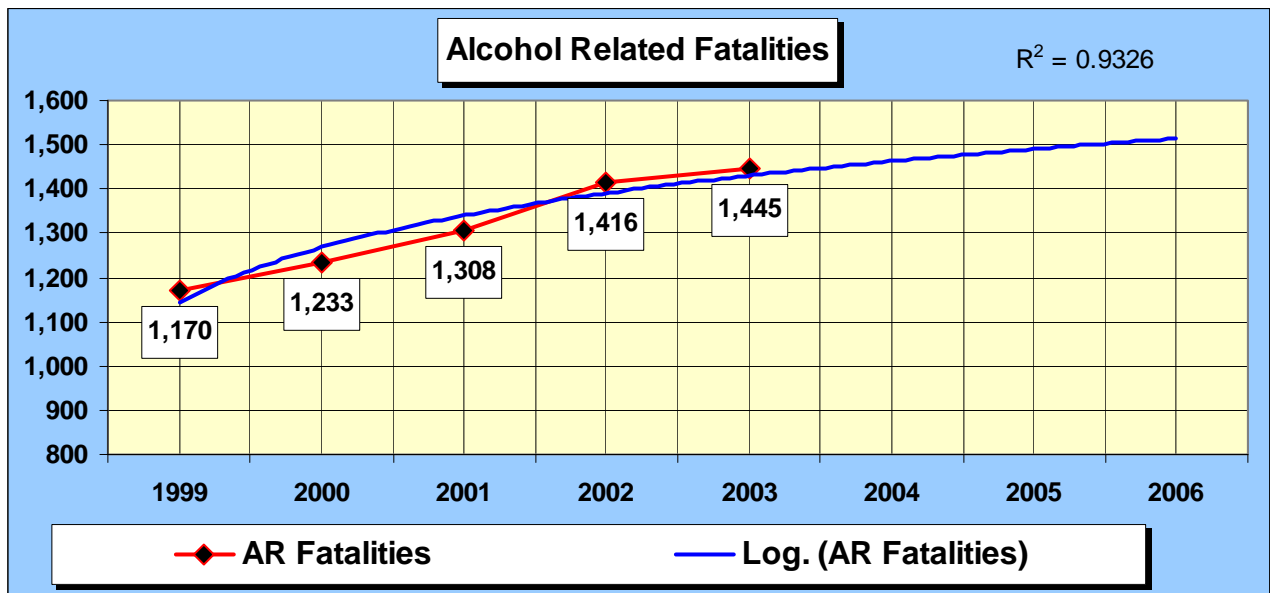
\* This is an estimate based on currently available data.

## PERFORMANCE GOALS

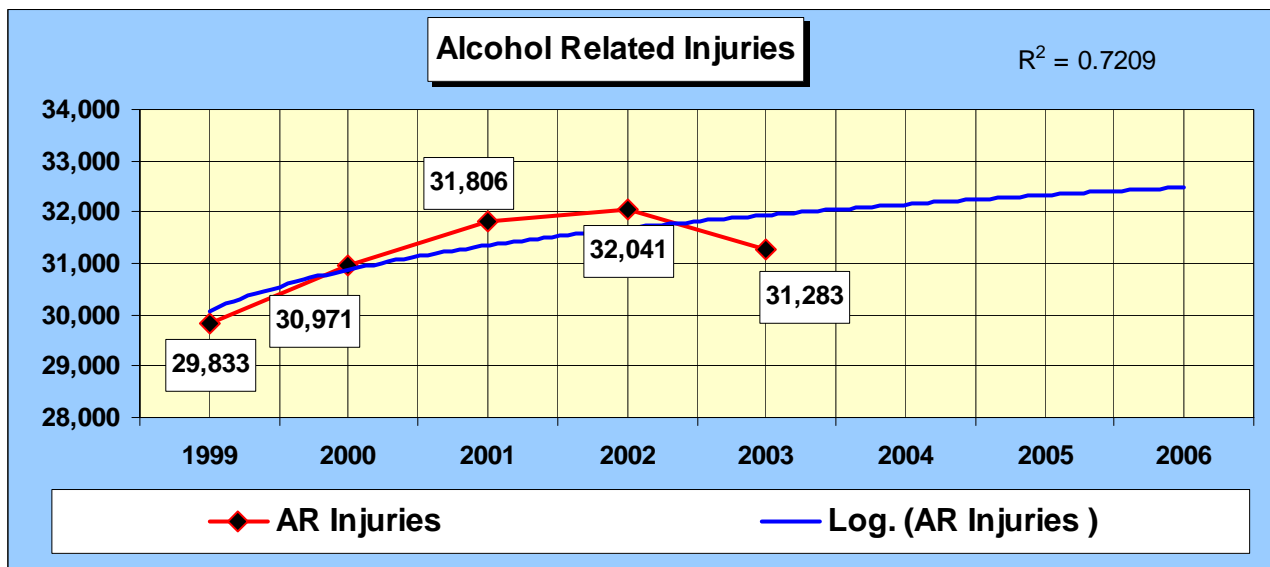
### ALCOHOL AND OTHER DRUGS

#### STATEWIDE GOALS

- To decrease the number of persons killed in alcohol-involved collisions by three percent from the base year 2002 total of 1,416 to 1,374 by December 31, 2005.

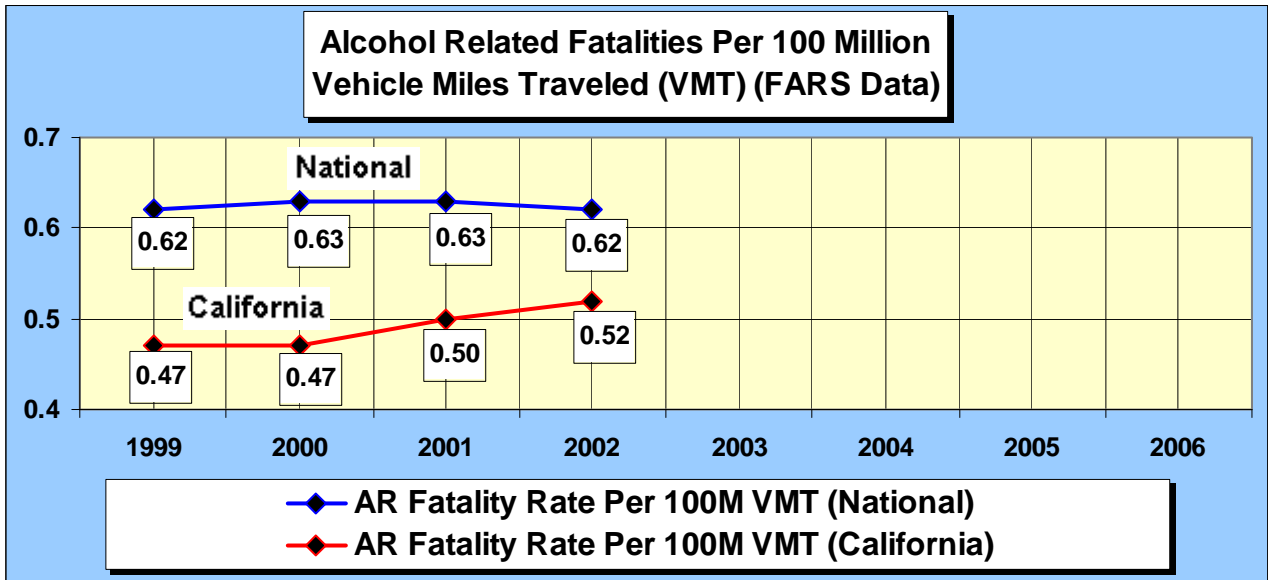


- To decrease the number of persons injured in alcohol-involved collisions by two percent from the base year 2002 total of 32,041 to 31,401 by December 31, 2005.

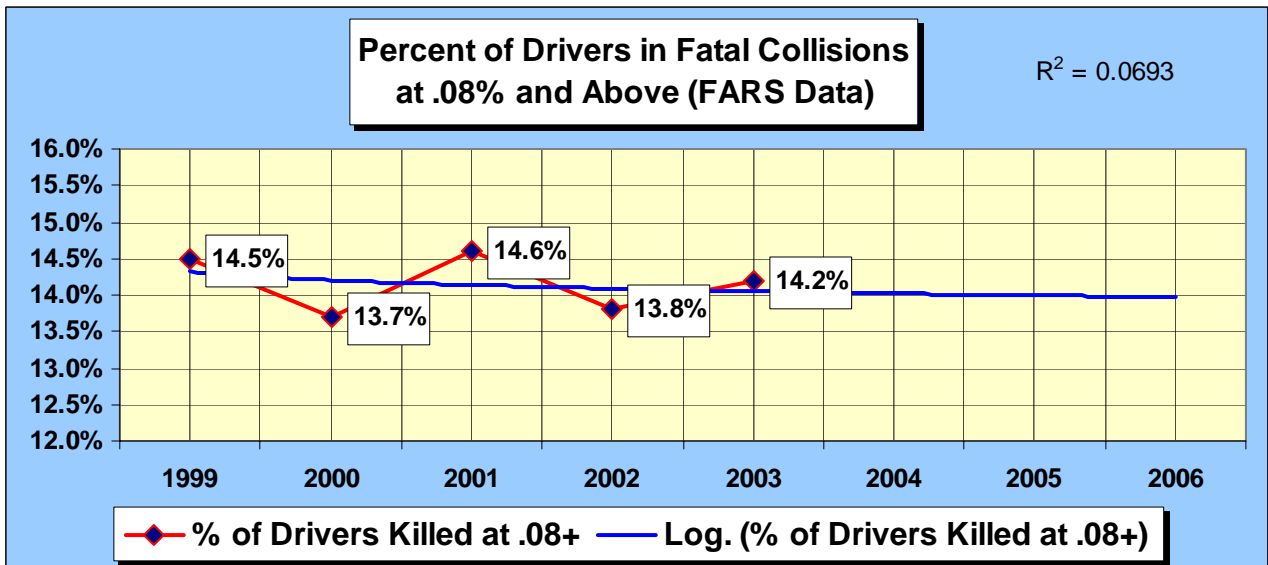




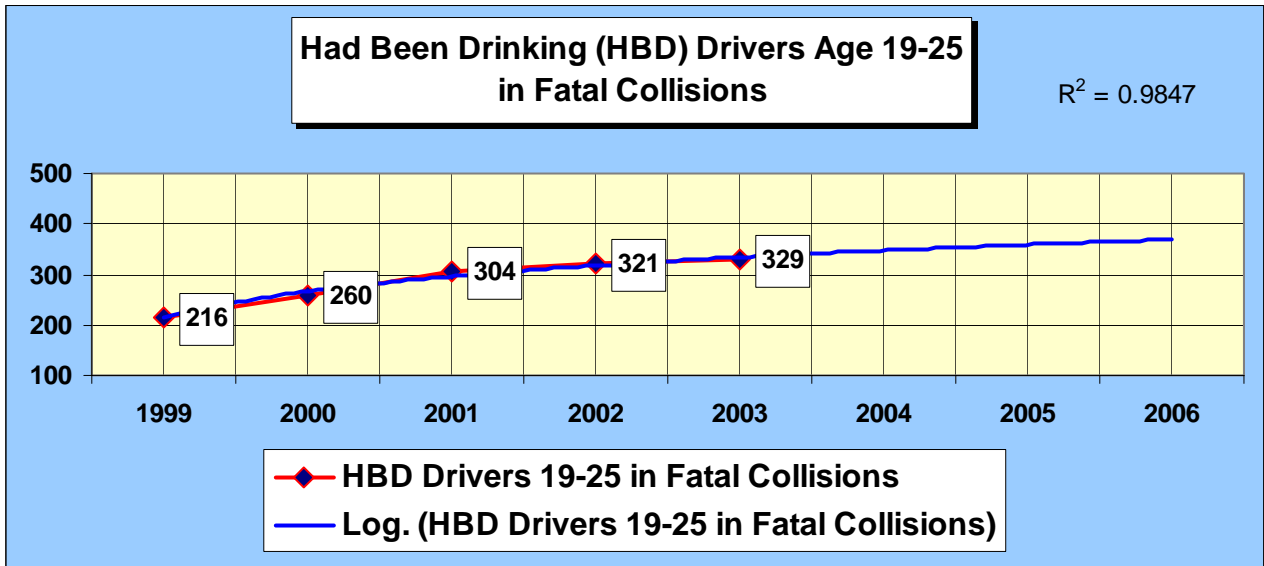
- To reduce alcohol related fatalities per 100 million vehicle miles traveled by .02 from the base year 2002 rate of 0.52 to 0.50 by December 31, 2005.



- To reduce the percentage of drivers in fatal collisions with a BAC of .08 or above 0.8 percentage points from the base year 2002 rate of 13.8 percent to 13.0 percent, by December 31, 2005.



- To reduce Had Been Drinking (HBD) drivers age 19-25 in fatal collisions three percent from the base year 2002 total of 321 to 299 by December 31, 2005.



#### FUNDED PROJECTS GOALS

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2005.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2005.
- To reduce hit-and-run fatal collisions five percent by September 30, 2005.
- To reduce hit-and-run injury collisions five percent by September 30, 2005.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2005.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2005.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2005.

#### IMPACT PROGRAMS/STRATEGIES

- Provide funds for the distribution of Portable Evidentiary Breath Testing (PEBT) devices to local law enforcement agencies.
- Provide funds for statewide Drug Recognition Evaluator (DRE) training.
- Provide funds for statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training.

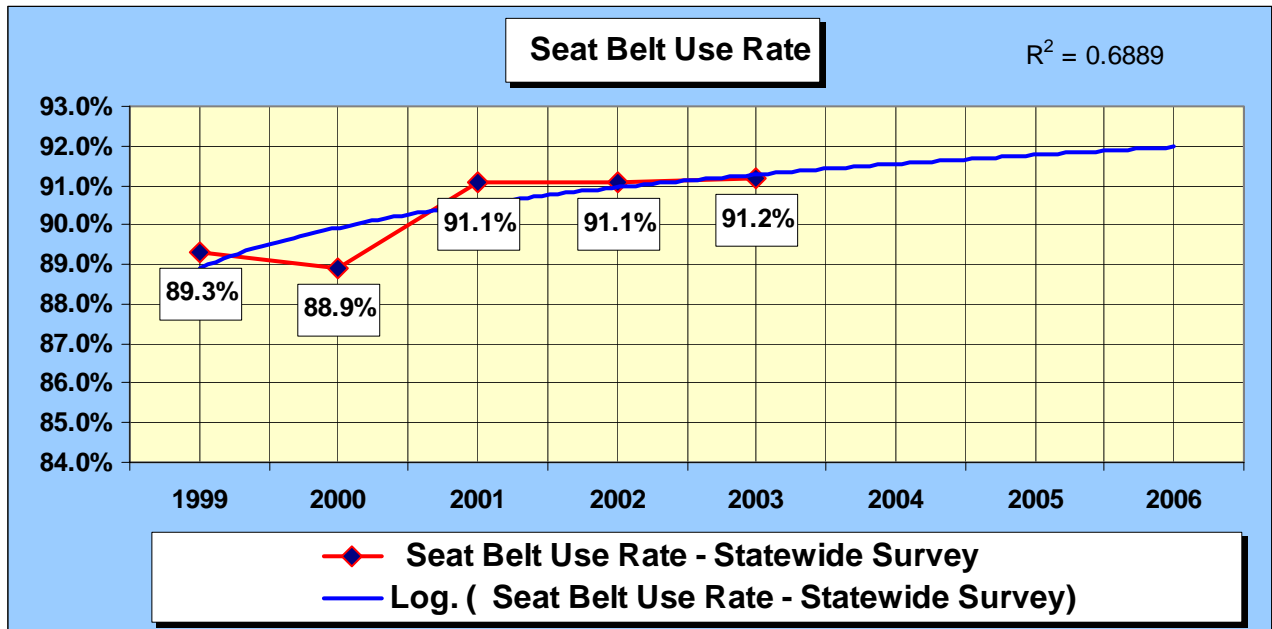
- Provide funds for a theatrical producer to work with high school drama students to produce “You Lose” theatrical productions for those students’ peers and parents to educate them about the potential tragic consequences of illegally consuming alcohol and driving under the influence.
- To conduct DUI enforcement and education efforts in college campus communities.
- Continue a “Statewide DUI Prosecutor Training and Education Project” to provide district attorneys with ready access to the latest training, sample pleadings, motions and briefs for DUI prosecution.
- Provide funds for preliminary alcohol screening (PAS) devices, DUI trailers, and other DUI enforcement equipment.
- Conduct a statewide \$3.0 million sobriety checkpoint program for local law enforcement agencies.
- Continue the “Every 15 Minutes” mini grant program for high school students.
- Continue statewide DUI public information and education campaigns through news releases and public service announcements.
- Conduct frequent highly visible sobriety checkpoints.
- Conduct DUI saturation patrols.
- Establish a HOT (Habitual Offender Tally) Sheet program.
- Conduct DUI warrant service patrols.
- Conduct “DUI Stakeout” operations.
- Sponsor juvenile alcohol-free/school community events such as Sober Graduation.
- Conduct “Visitation Programs” for youthful DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.
- Conduct real DUI trials at high schools providing a clear lesson in justice and the serious consequences associated with drinking and driving by actually witnessing a criminal court proceeding.
- Provide funds to the Department of Alcoholic Beverage Control to fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities and operations.
- Implement DUI education and enforcement programs that are specifically designed to reach individuals aged 19 through 25. Programs include the Sober Driver Initiative, and enforcing underage drinking laws.
- To implement a social marketing and community mobilization DUI campaign for the Asian American population.

- Conduct “Reality Check” programs designed to show the potential consequences of drinking and driving and of not wearing a seat belt.
- Expand handheld DUI report writing and records management equipment technology.
- Expand to statewide multi-agency “AVOID” DUI enforcement, PI&E, and officer recognition programs that focus on winter, July 4<sup>th</sup>, and Labor Day holiday periods.

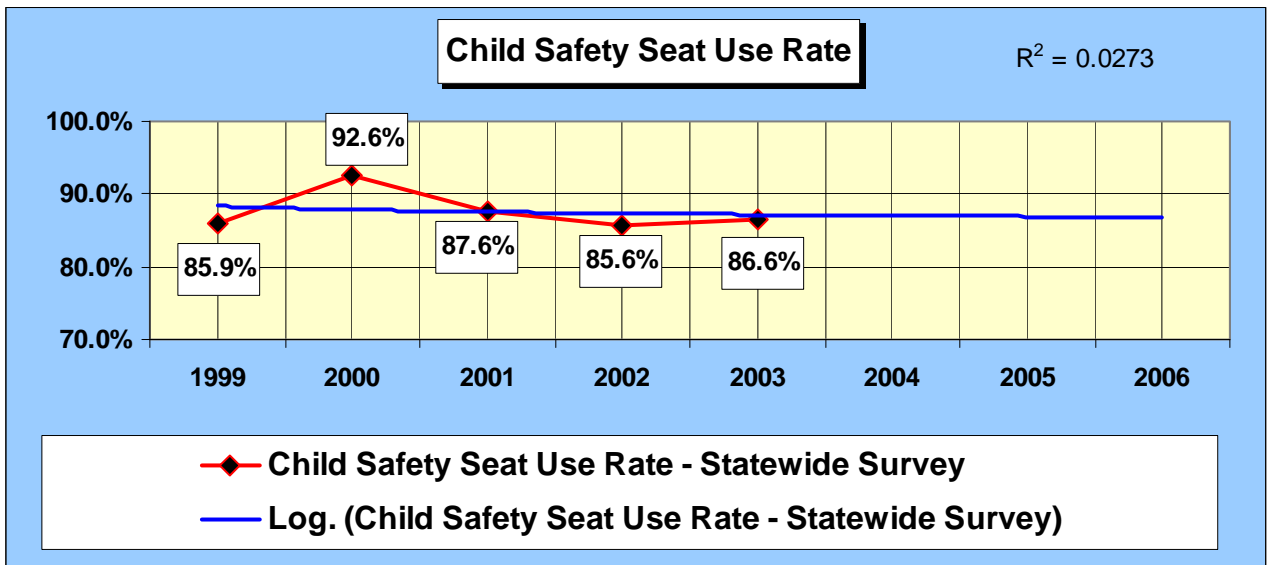
## OCCUPANT PROTECTION

### STATEWIDE GOALS

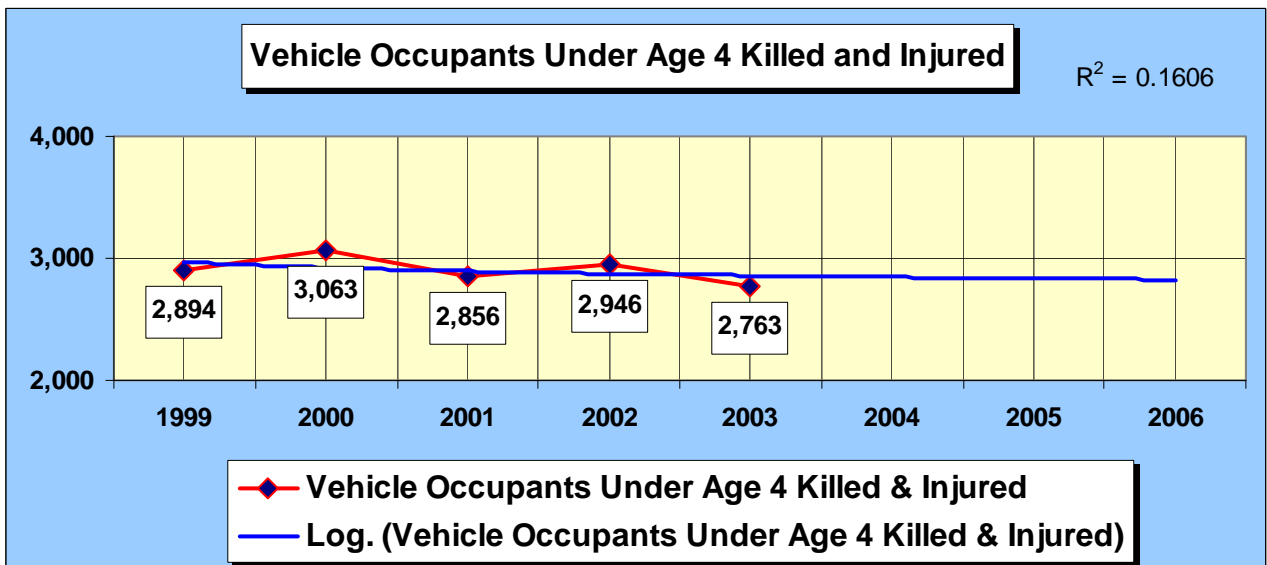
- To increase statewide seat belt compliance 1.3 percentage points from the 2002 base year rate of 91.1 percent to 92.4 percent by December 31, 2005.



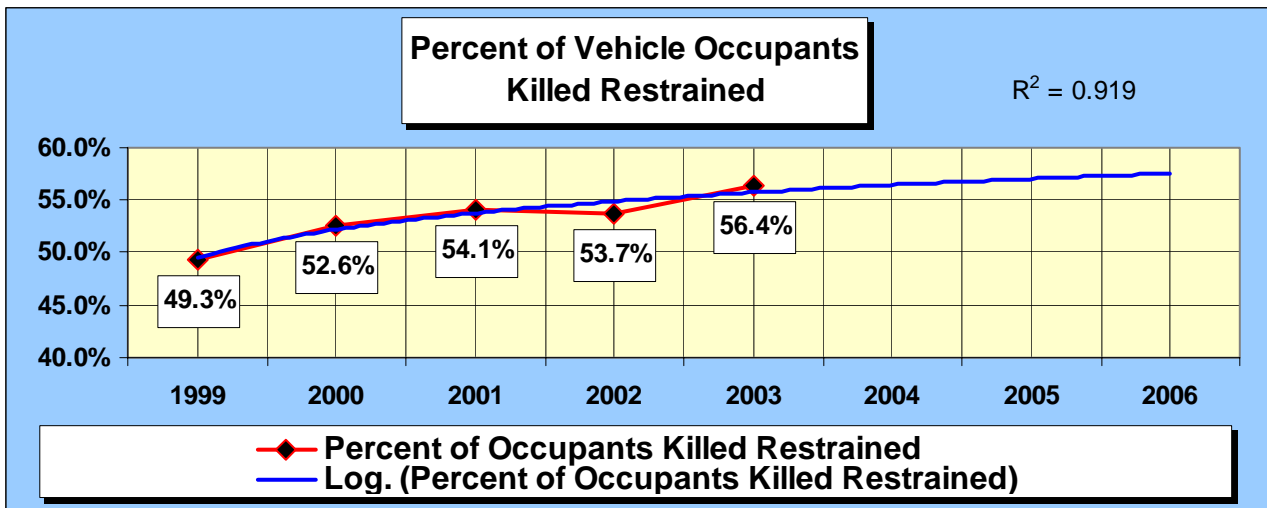
- To increase statewide child safety seat compliance 2.0 percentage points from the 2002 compliance rate of 85.6 percent to 87.6 percent by December 31, 2005.



- To reduce the number of vehicle occupants killed and injured under the age of four by two percent from the base year 2002 total of 2,946 to 2,887 by December 31, 2005.



- To increase the percent of restrained vehicle occupant fatalities 1.3 percentage points from the base year 2002 rate of 53.7 percent to 55.0 percent by December 31, 2005.



#### FUNDED PROJECTS GOALS

- To increase seat belt compliance five percentage points by September 30, 2006.
- To increase child safety seat usage six percentage points by September 30, 2006.
- To reduce the number of vehicle occupants killed and injured under the age of four ten percent by September 30, 2006.

#### IMPACT PROGRAMS/STRATEGIES

- Conduct a statewide observational seat belt use and attitudinal survey to identify beliefs, habits, and attitudinal disposition of non-users, regarding: perceived danger; laws and penalties; enforcement attitudes; past campaign knowledge; motivating factors for compliance; and habits.
- Fund 150 (plus) local projects to conduct enforcement programs addressing the motorists who fail to buckle their safety belts.
- Provide child passenger safety education to American Indian communities.
- Duplicate and distribute NHTSA child passenger safety training materials.
- Educate and assist low-income, culturally diverse, families, including foster families and child protective service workers, regarding child passenger safety.
- Enhance the Child Passenger Safety Technician Training System and infrastructure.
- Continue the statewide child safety seat "spotter program" to report vehicles carrying unrestrained children.
- Continue the NHTSA's standardized Child Passenger Safety Technician and Instructor Training Programs.



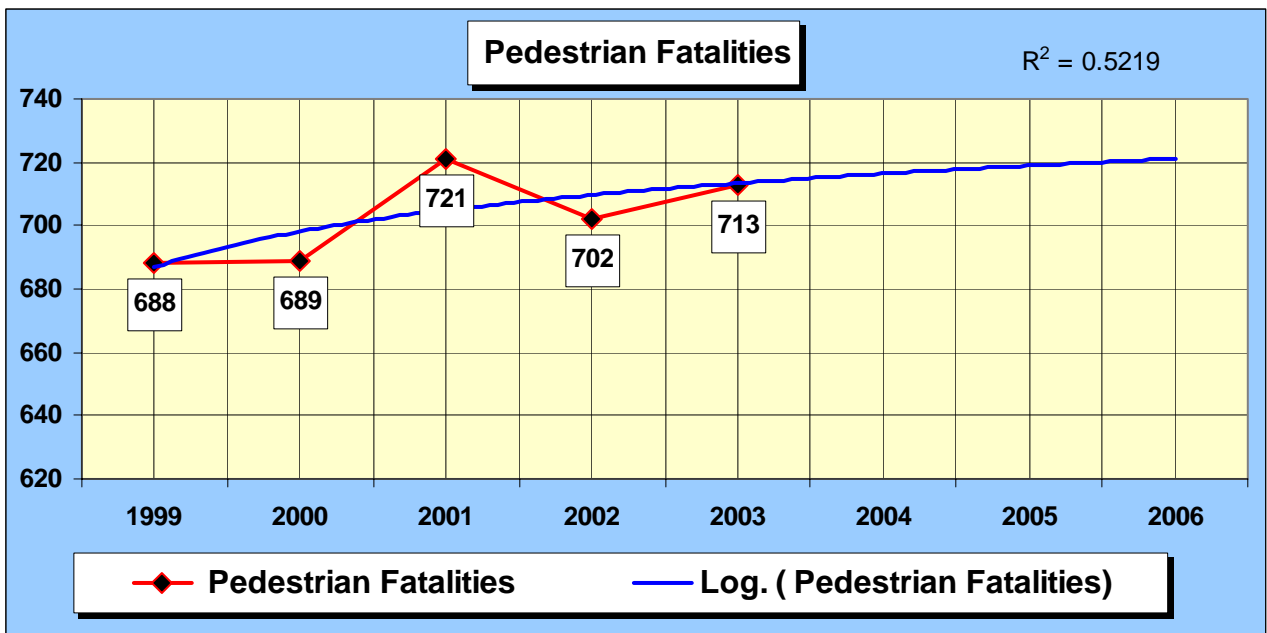
- Provide ongoing occupant protection program and epidemiological technical assistance.
- Continue to provide a child passenger safety liaison to the Kids Plates planning process to ensure child passenger safety maintains a prominent position in deliberations and to assist determining how to utilize Kids Plates monies to support the development of child passenger safety programs.
- Increase awareness of the new child safety “back seat law” through media and education.
- Continue specific public health care system task force to assess current child passenger safety policies and procedures, make program improvements, arrange for staff training, address program barriers, and review educational materials.
- To promote “High School Seat Belt Challenge” programs at local area high schools.
- Continue to standardize all educational materials, forms, and written policies through health care facilities to ensure consistency and up-to-date information.
- Continue self-funded child safety seat court diversion programs.
- Distribute child safety seats.
- Properly fit children into child safety seats and booster seats.
- Continue "special needs" child safety seat education and distribution program.
- Work with the media to report occupant restraint usage as a part of every collision.
- Conduct highly publicized child safety seat check-ups.
- Conduct aggressive public information and education campaigns.
- Continue to train hospital staff on the proper use of child safety seats.
- Continue to monitor the judicial disposition of occupant restraint citations.
- Increase local law enforcement or occupant restraint violations.
- Continue the child passenger safety education course for NHTSA certified instructors.
- Continue educating non English-speaking families on the importance and proper use of child restraints.
- Continue collaboration with the Greater Sacramento SAFEKIDS Coalition and community-based organizations.
- Continue to promote child safety seat “Fitting Stations” throughout the State.

- Continue to implement a child passenger safety program that will distribute child passenger safety curriculum to childcare providers and County Health and Human Services Staff.
- Train local public health and health care providers on proper use, installation, and instruction of conventional child safety seats and special needs seats.
- Conduct child safety seat usage surveys.
- Conduct seat belt enforcement and public education campaigns during the Seat Belt Mobilization campaigns in November 2004 and May 2005.

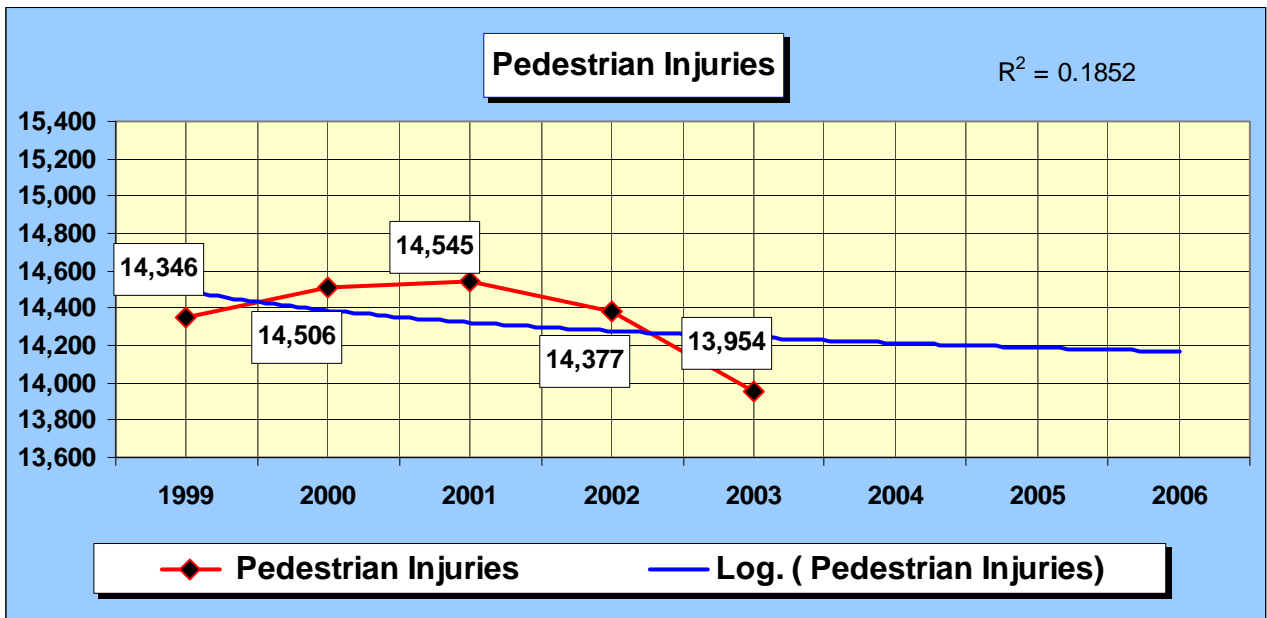
## PEDESTRIAN SAFETY

### STATEWIDE GOALS

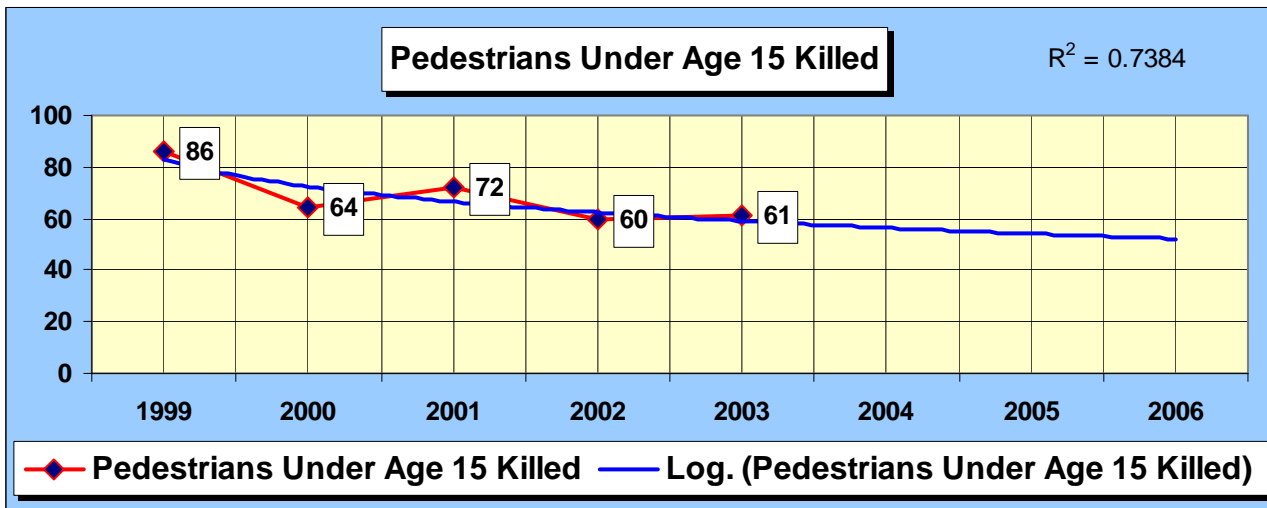
- To reduce the total number of pedestrians killed five percent from the base year 2002 total of 702 to 667 by December 31, 2005.



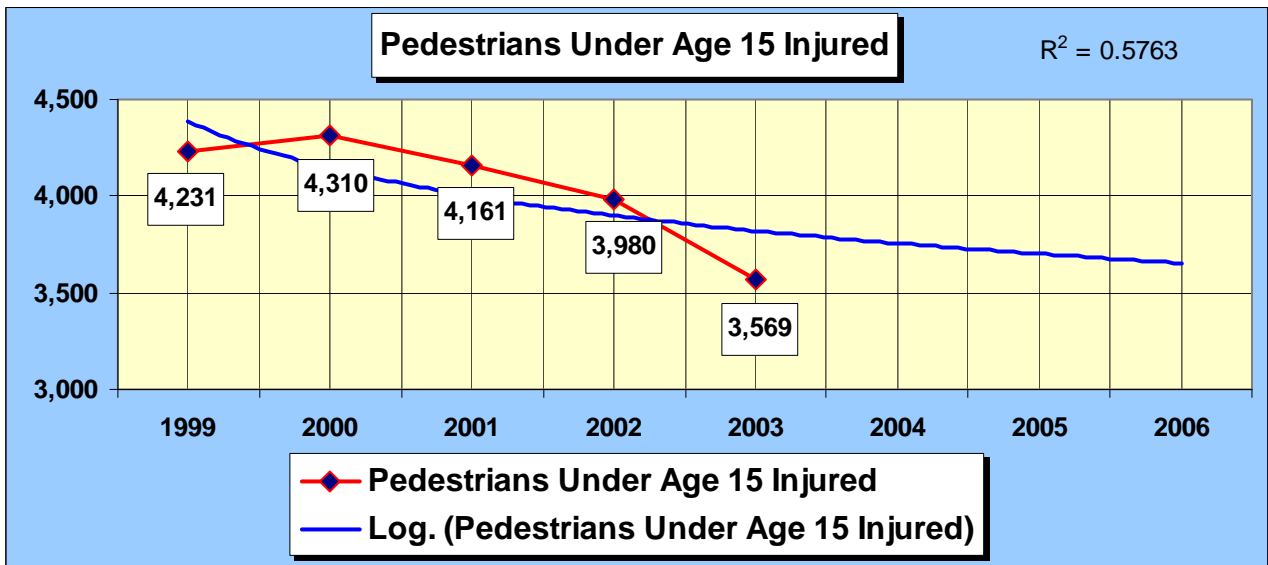
- To reduce the total number of pedestrians injured three percent from the base year 2002 total of 14,377 to 13,946 by December 31, 2005.



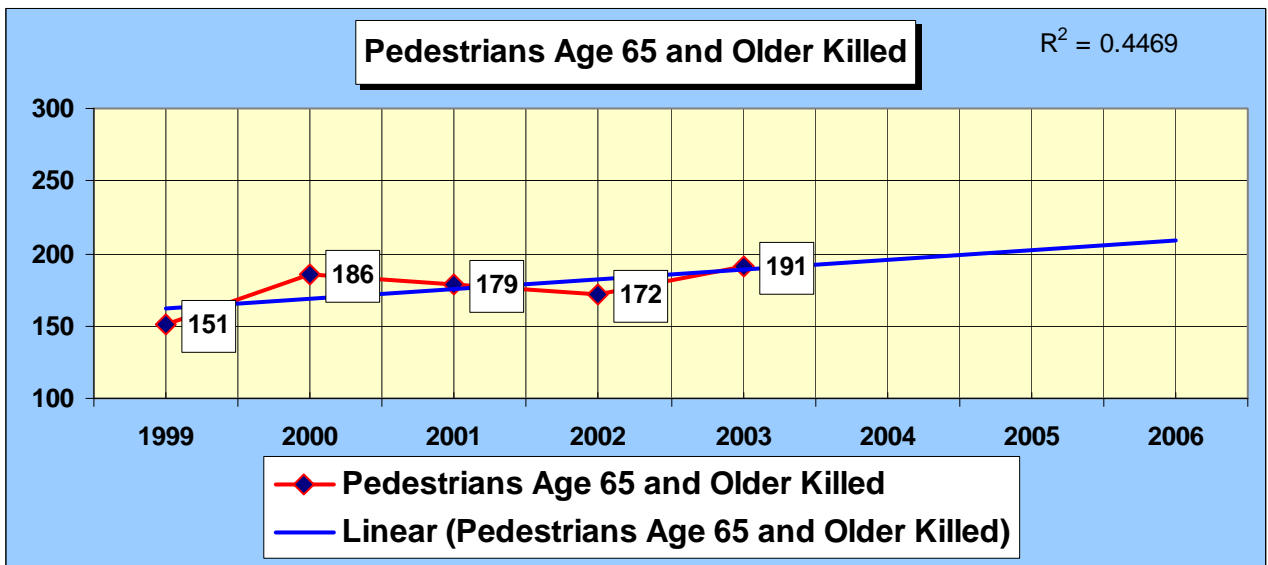
- To reduce the number of pedestrians killed under age 15 by eight percent from the base year 2002 total of 60 to 55 by December 31, 2005.



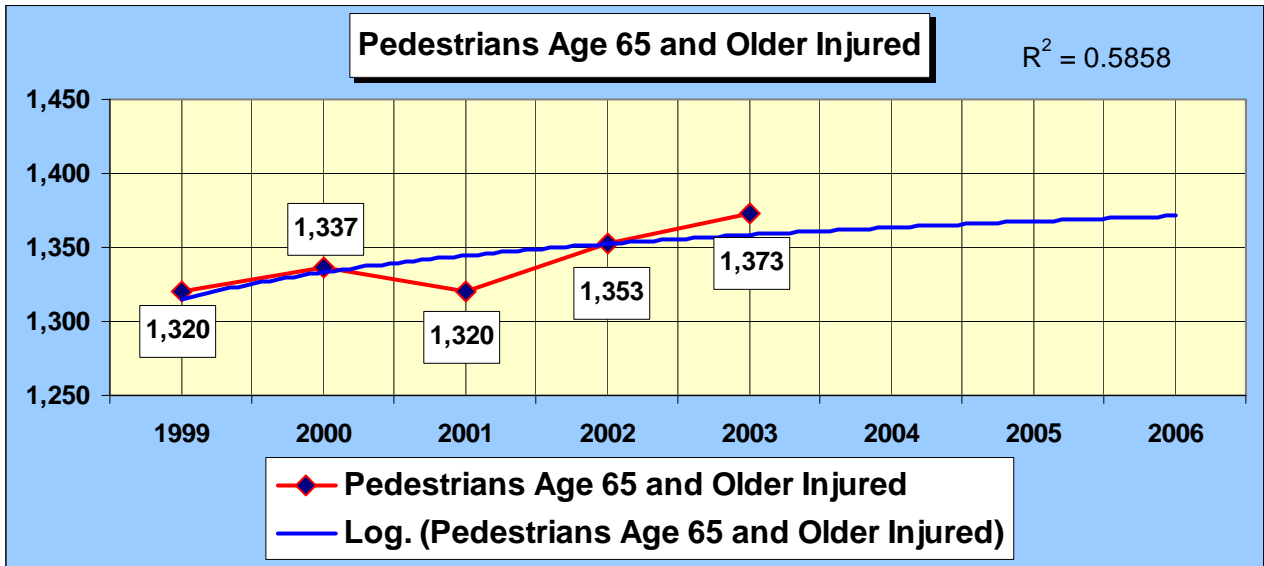
- To reduce the number of pedestrians injured under age 15 by ten percent from the base year 2002 total of 3,980 to 3,582 by December 31, 2005.



- To reduce the number of pedestrians killed, age 65 and older five percent from the base year 2002 total of 172 to 164 by December 31, 2005.



- To reduce the number of pedestrians injured, age 65 and older three percent from the base year 2002 total of 1,353 to 1,312 by December 31, 2005.



#### FUNDED PROJECTS GOALS

- To reduce the total number of pedestrians killed eight percent by September 30, 2005.
- To reduce the total number of pedestrians injured ten percent by September 30, 2005.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2005.
- To reduce the number of pedestrians injured under the age of 15 by eleven percent by September 30, 2005.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2005.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2005.

#### IMPACT PROGRAMS/STRATEGIES

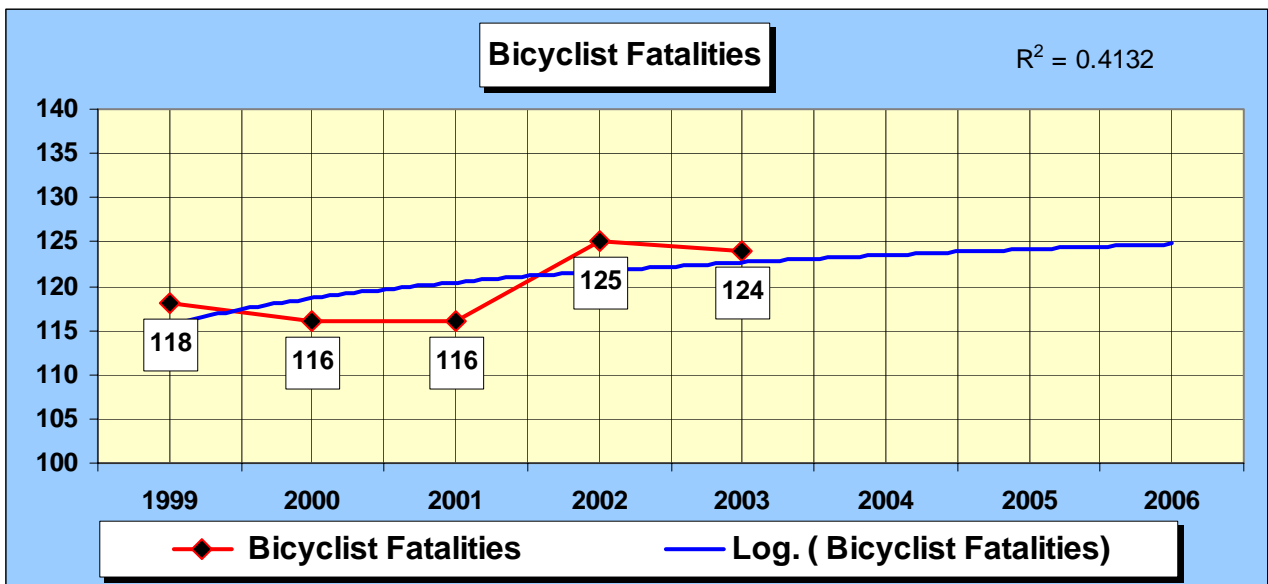
- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior, community centers and through the local Department of Motor Vehicles.
- Increase the awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.
- Perform pedestrian safety programs at elementary, middle and high schools, as well as, after school and summer programs to create positive and safer attitudes as pedestrians and reinforce traffic safety responsibility.

- Continue intensive multicultural and age-specific public education campaigns addressing safer driving and walking behaviors conducive to pedestrian safety for high-risk populations and locations.
- Support the acquisition of lighted crosswalk devices to be installed by the agency at non-signalized intersections and mid block crossings coupled with a public information component to highlight the proper use of these devices as well as their efficiency.

## BICYCLE SAFETY

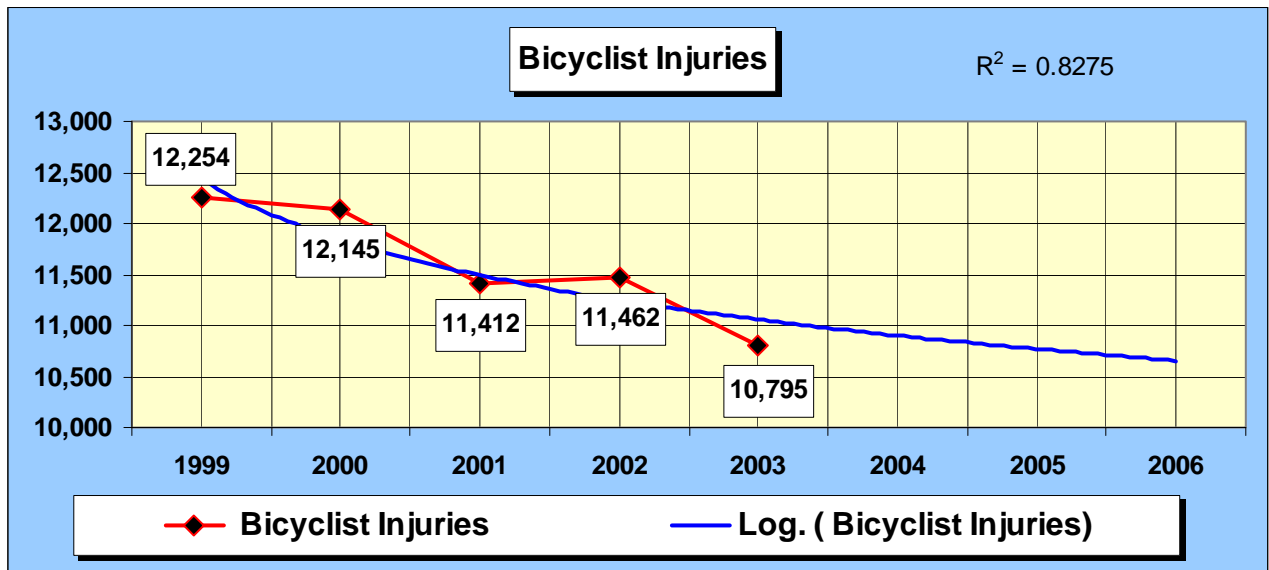
### STATEWIDE GOALS

- To reduce the total number of bicyclists killed seven percent from the base year 2002 total of 125 to 116 by December 31, 2005.
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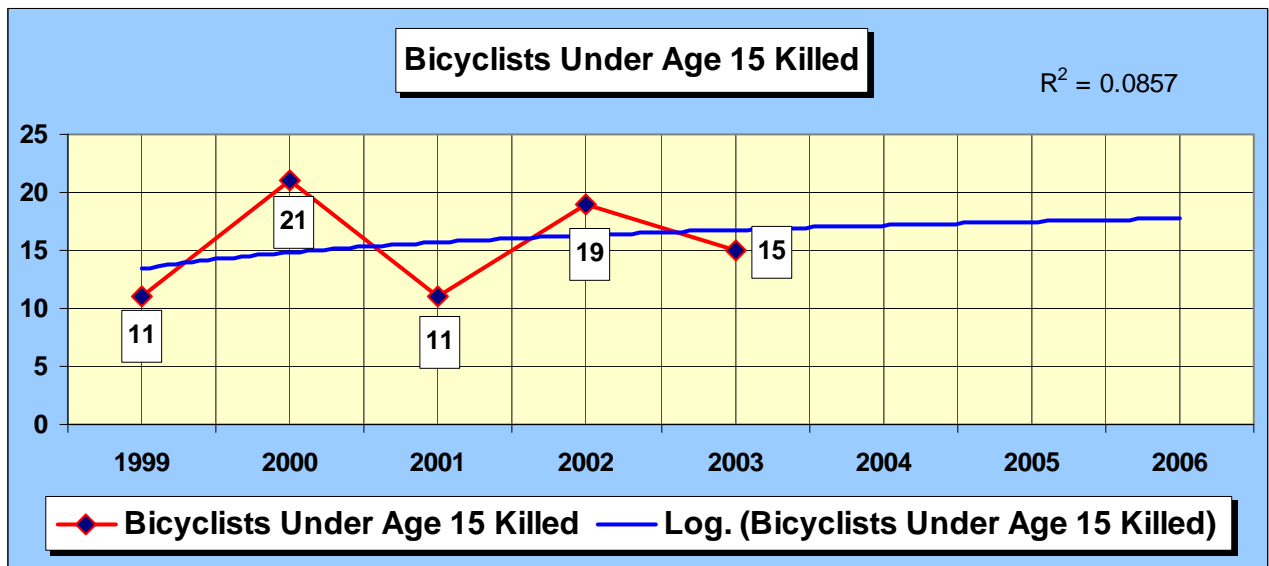




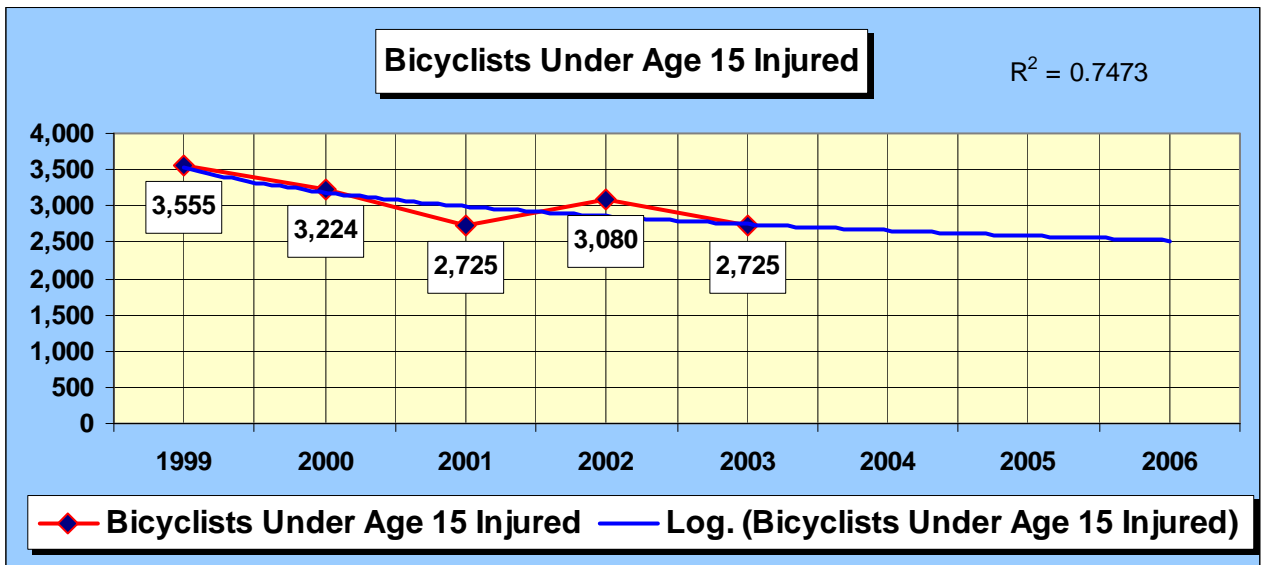
- To reduce the total number of bicyclists injured three percent from the base year 2002 total of 11,462 to 11,119 by December 31, 2005.



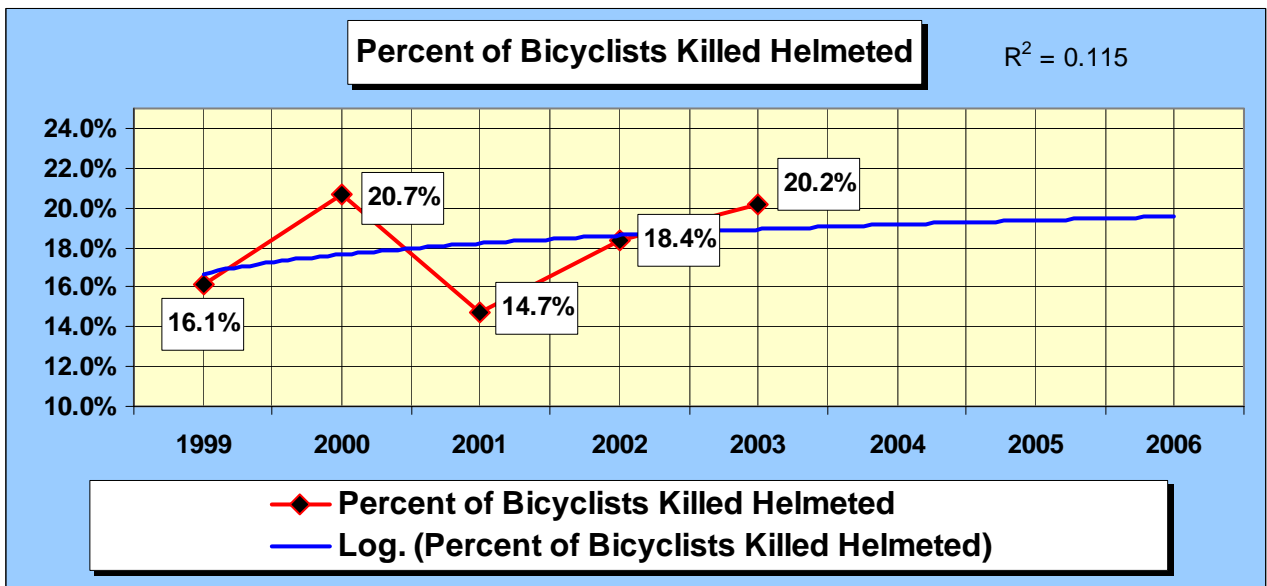
- To reduce the number of bicyclists killed under age 15 by ten percent from the base year 2002 total of 19 to 17 by December 31, 2005.



- To reduce the number of bicyclists injured under age 15 by five percent from the base year 2002 total of 3,080 to 2,926 by December 31, 2005.



- To increase the percent of helmeted bicyclists killed 3.3 percentage points from the base year 2002 rate of 18.4 percent to 21.7 percent by December 31, 2005.



#### FUNDED PROJECTS GOALS

- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2005.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2005.

- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2005.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2005.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2005.

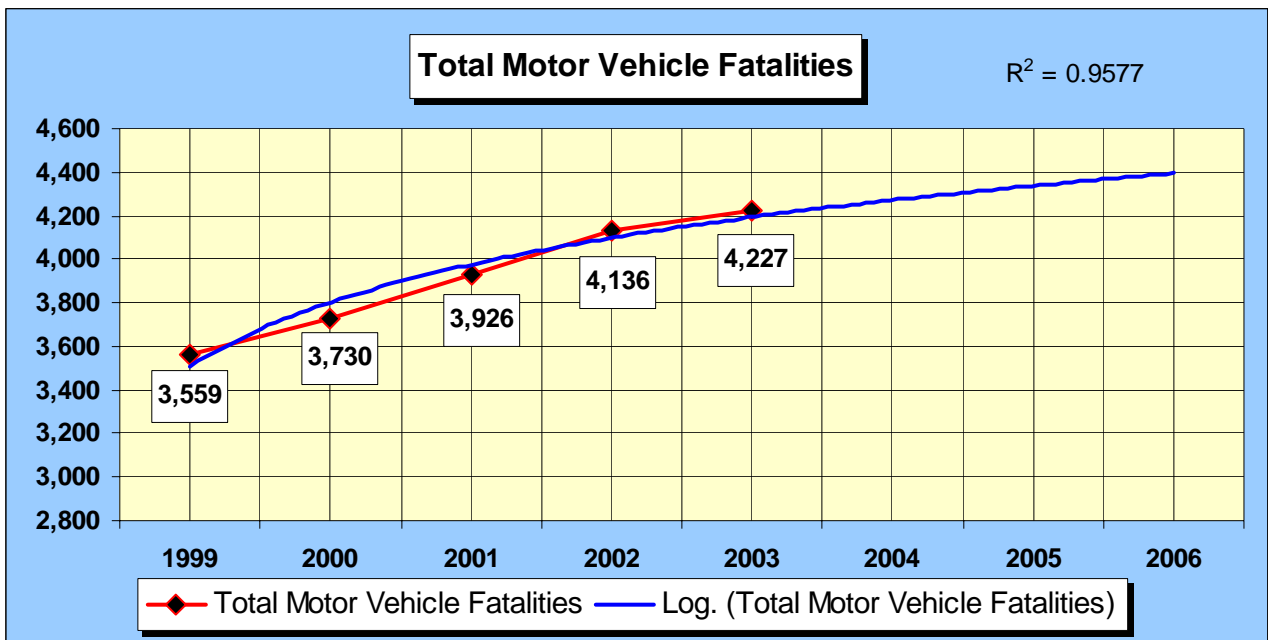
#### IMPACT PROGRAMS/STRATEGIES

- Conduct interactive traffic safety rodeos and updated presentations targeting elementary, middle and high schools, and community groups.
- Implement court diversion courses for children under 18 years of age, who are cited for violation of safety helmet compliance, pedestrian and bicycle laws.
- Actively promote safety helmet distribution and incentive programs, as well as enforcement.
- Conduct aggressive public information and education campaigns for diverse markets.

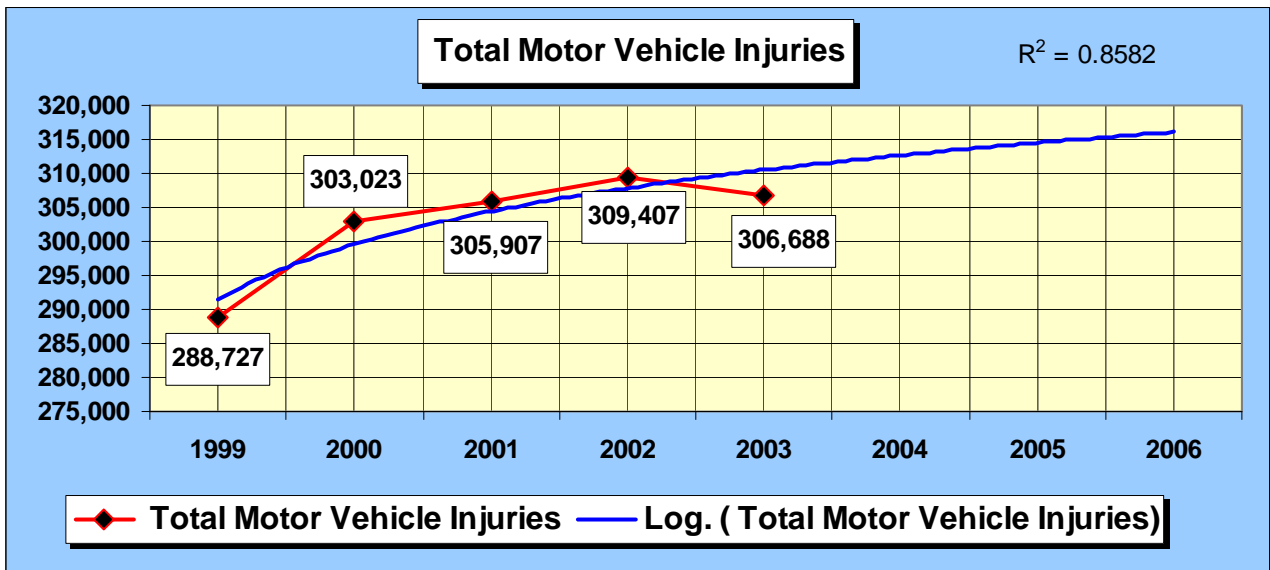
#### POLICE TRAFFIC SERVICES

#### STATEWIDE GOALS

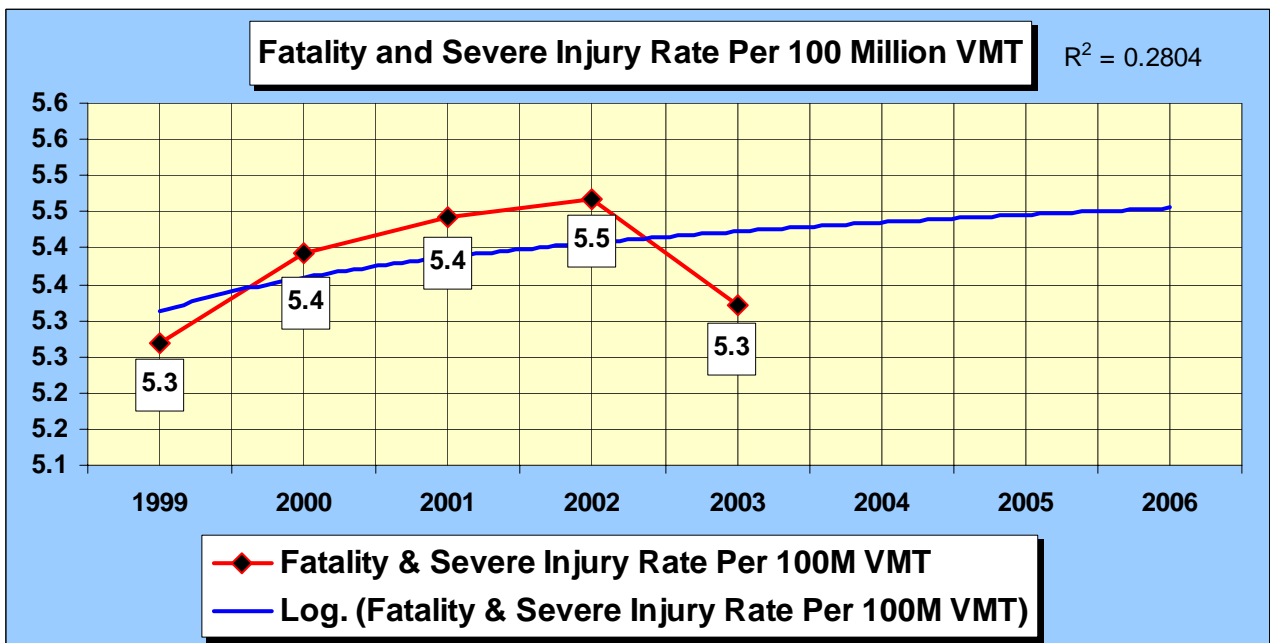
- To decrease the total number of persons killed in traffic collisions four percent from the base year 2002 total of 4,136 to 3,971 by December 31, 2005.



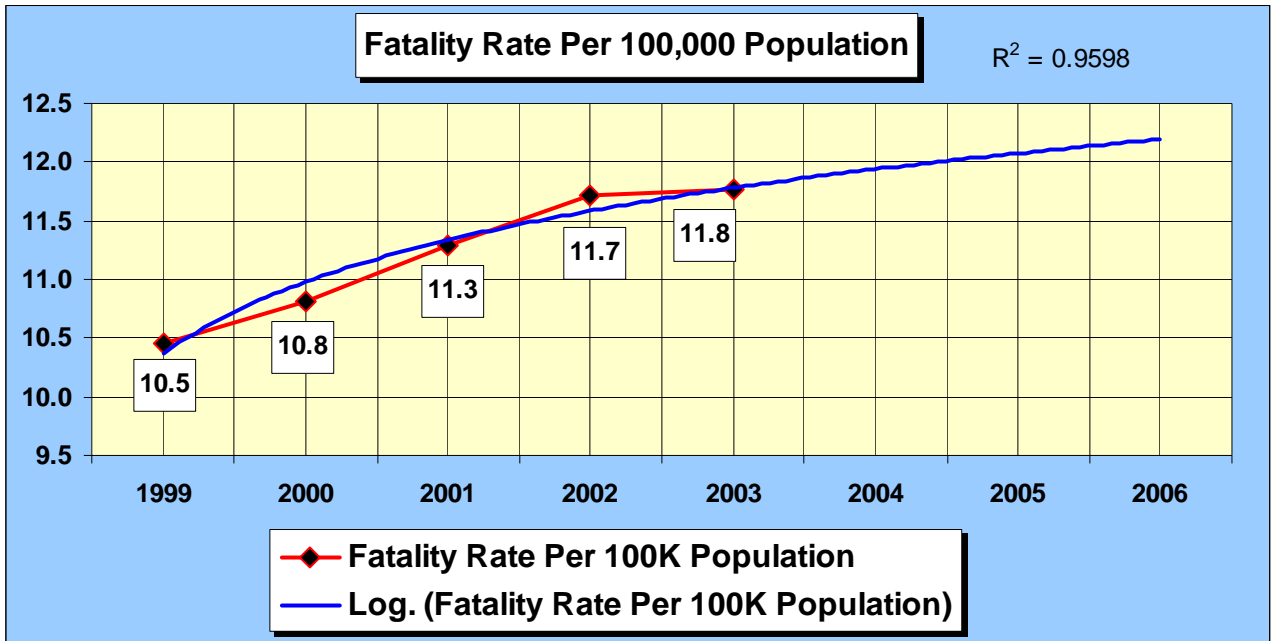
- To decrease the total number of persons injured in traffic collisions two percent from the base year 2002 total of 309,407 to 303,219 by December 31, 2005.



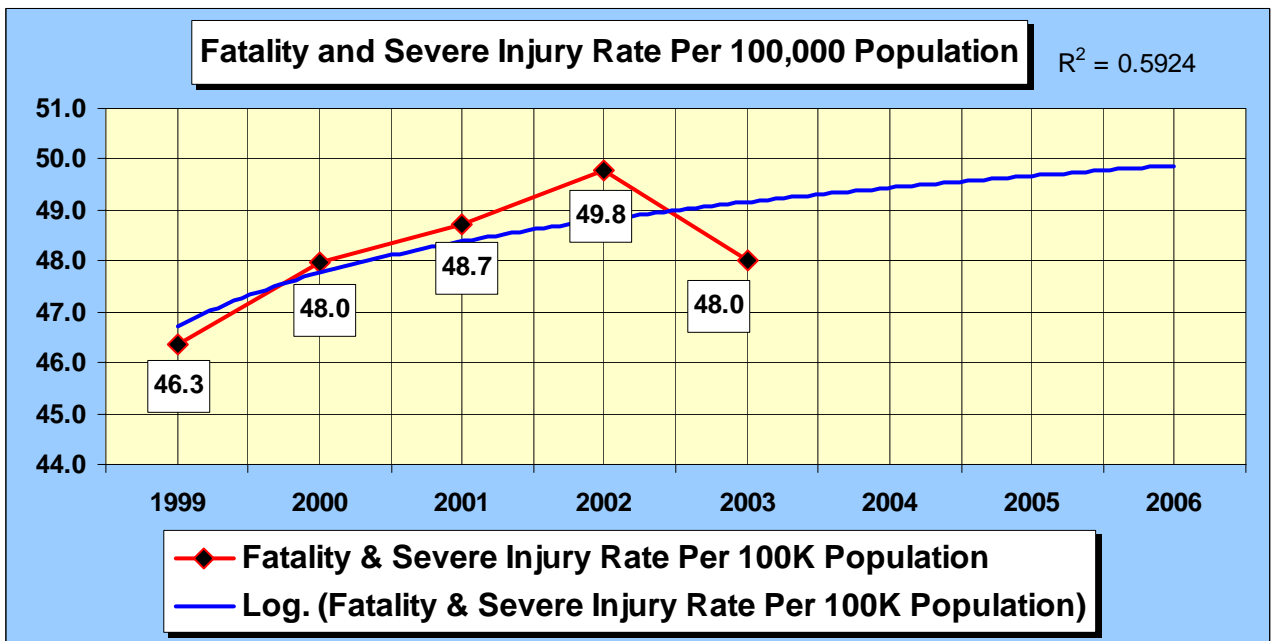
- To decrease the fatality and severe injury rate per 100 million VMT by 0.4 from the base year 2002 rate of 5.5 to 5.1 by December 31, 2005.



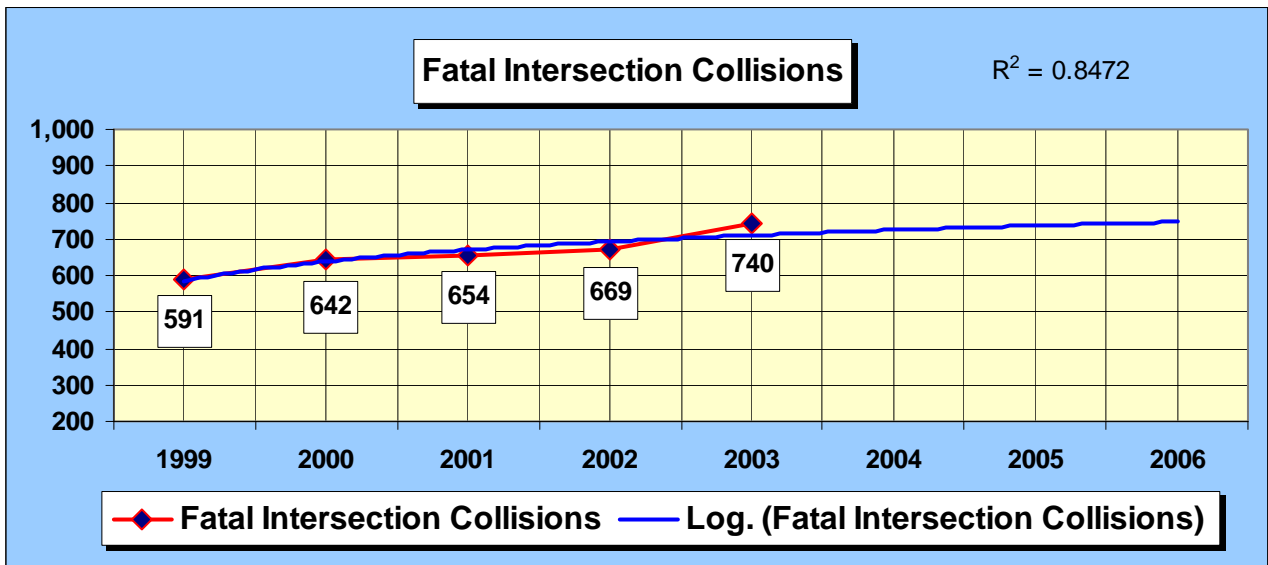
- To decrease the fatality rate per 100,000 population by 0.3 from the base year 2002 rate of 11.7 to 11.4 by December 31, 2005.



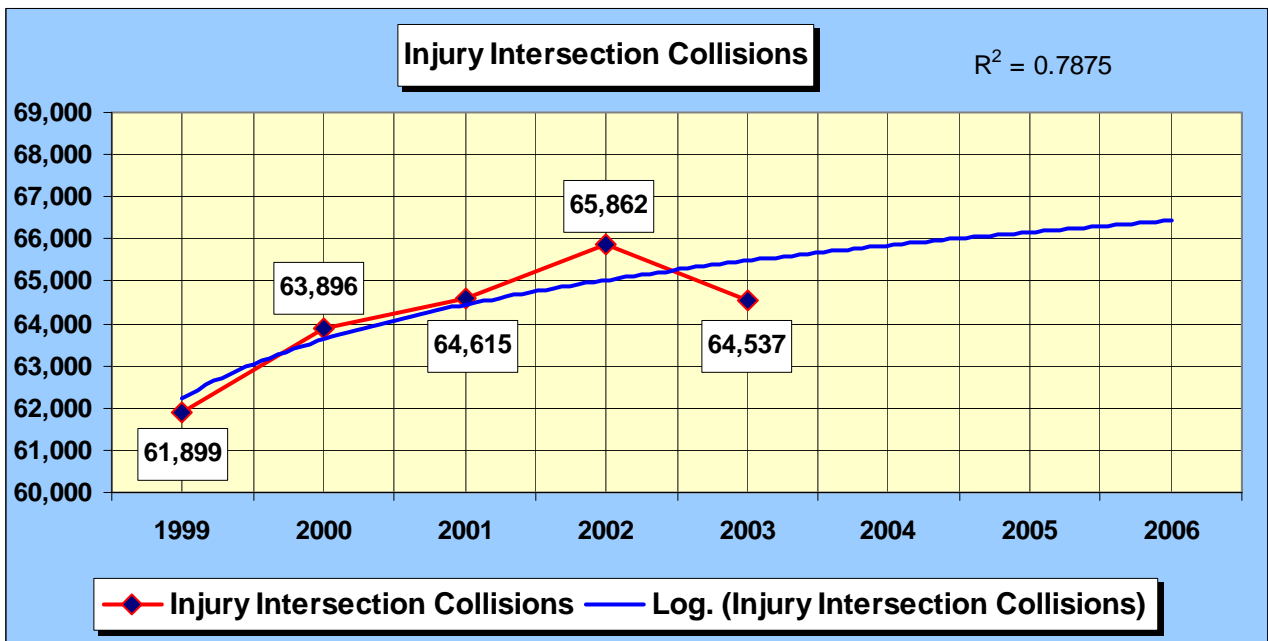
- To decrease the fatality and severe injury rate per 100,000 population by 1.2 from the base year 2002 total of 49.8 to 48.6 by December 31, 2006.



- To decrease the number of fatal intersection collisions three percent from the base year 2002 total of 669 to 649 by December 31, 2005.



- To decrease the number of injury intersection collisions two percent from the base year 2002 total of 65,862 to 64,545 by December 31, 2005.



## **FUNDED PROJECTS GOALS**

- To reduce the total number of persons killed in traffic collisions eight percent by September 30, 2005.
- To reduce the total number of persons injured in traffic collisions ten percent by September 30, 2005.

## **IMPACT PROGRAMS/STRATEGIES**

- To provide funds for full-time officers, overtime, laser and radar units, DUI trailers, visible display radar trailers, motorcycles, preliminary alcohol screening devices, automated citation devices, and computer equipment.
- To increase awareness by developing a media campaign focused on changing behavior that contributes to the major categories of crashes.
- To continue programs with the University of California, Berkeley to conduct enforcement and engineering evaluations for cities and counties statewide.
- To fund "Corridor Safety Programs" that select corridors based on data identifying them as having a disproportionate number of collisions, convene a task force, identify factors contributing to the traffic safety problem(s), develop an action plan, and implement identified solutions.
- To fund a "Truck Corridor Safety Program" that identifies and selects two problematic corridors. The project will convene task forces, identify factors contributing to truck-involved collisions, develop safety action plans, and implement potential solutions identified by the task forces.
- To conduct frequent highly visible DUI/Driver License Checkpoints.
- To fund programs that address illegal-street racing by providing education and a safe form of legal racing. Programs will defer youth and adults to a raceway to receive education and a chance to race legally on a drag strip.
- To conduct enforcement operations targeting illegal street racing.
- To conduct enforcement operations that address seat belt usage.
- To address aggressive driving through enforcement targeting aggressive driving behavior that leads to crashes.
- To continue the statewide "Truck-at-Fault" enforcement and public information campaign targeting the top ten collision factors.
- To utilize Geographical Information Systems to record and display citation and collision data (e.g., who, what, where, and when) information.
- To continue neighborhood speed alert programs.

- To fund programs to provide outreach to older California drivers, including presentations, demonstrations, and events focusing on driver, pedestrian and child restraint safety with an emphasis on grandparent participation.
- To promote traffic enforcement training for patrol officers.
- To deploy visible display message/radar trailers.
- To upgrade and continue the level of traffic safety benefits provided by the CHP helicopter program.
- To implement a statewide program to focus patrol and enforcement efforts on the most frequent primary collision factors.

## **ADMINISTRATIVE GOALS**

### **COMMUNITY BASED ORGANIZATIONS (CBO)**

#### **STATEWIDE GOALS**

- To effectively conduct a strategic, broad-based CBO funding plan through “umbrella” local and state governmental agencies.
- To award mini-grants to CBOs promoting traffic safety throughout their community.
- To assist CBOs capacity-building efforts by sponsoring grant writing and media advocacy workshops, and traffic safety training.

#### **IMPACT PROGRAMS/STRATEGIES**

- Explore and implement new strategies to sustain CBO involvement and contribution to traffic safety (e.g., radio talk shows, novellas, secondary and ethnic newspapers outreach, parent training through churches, vocational schools, youth athletic leagues, adult athletic leagues, community centers, and pre-natal care centers).
- Plan, facilitate, and evaluate round table meetings for grantees’ CBOs to focus current efforts and topics, emerging issues, and showcase local projects.
- To conduct bimonthly telephone conferences to promote an informal forum for resource sharing among CBOs and their hosts.
- To conduct regional media kick-off events for the CBOs and their host agencies.
- To partner with CBOs in developing traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety programs, and other innovative programs addressing neighborhood traffic safety programs.
- To distribute and properly install child safety seats in cars of people in need.
- To distribute and properly fit bicycle helmets to people in need.



## **EMERGENCY MEDICAL SERVICES (EMS)**

### **STATEWIDE GOALS**

- To improve emergency medical services to traffic collision victims in rural California communities by identifying and supporting programs that facilitate the delivery of quality emergency services within the critical “golden hour.”
- To improve California’s emergency medical services delivery system through the replacement of outdated and unreliable emergency vehicles and equipment.
- To continue to assess and improve California’s emergency medical services communications system.

### **FUNDED PROJECT GOALS**

- To design a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology by September 30, 2004.
- To implement a “lights and siren” public information and education program.

### **IMPACT PROGRAMS/STRATEGIES**

- To provide funds for the purchase of hydraulic and pneumatic extrication equipment.
- To provide for 25 percent of the cost of ambulances and rescue vehicles.
- To conduct a “lights and siren” public/driver awareness program.
- To develop a state emergency medical services communications plan.

## **ROADWAY SAFETY/TRAFFIC RECORDS**

### **FUNDED PROJECTS GOALS**

- To establish Citywide and Countywide Geographic Information Systems (GIS) and/or other Automated Collision Analysis Systems including hardware, software and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.
- To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- To improve the Traffic Engineering Department's customer service by reducing the time required to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations. The corresponding salary savings are to be tracked and reported.

## **IMPACT PROGRAMS/STRATEGIES**

- Continue the “Educational Outreach To High-Risk Elderly Drivers” program to guide high-risk older drivers by providing them with information on assistance with age-related physical and mental declines as they affect driving.
- Continue an “Improved Signals and Signs at Rail Crossings” program to test an improved advance warning sign and improved flashing signal.
- Fund an “Electronic DUI Forms” program to develop and implement an automated system that, via the Internet, will allow DUI treatment program providers to report directly to DMV on the progress of individuals mandated to DUI treatment.
- Continue a project with the University of California, Berkeley to conduct Enforcement and Engineering evaluations for cities and counties.
- Continue to provide funding for In-Roadway Warning Lights (IRWL’s) to alert motorists to the presence of pedestrians.
- Continue funding for Speed Feedback Signs in conjunction with increased law enforcement to actively engage motorists and apprise them of their vehicle speed and the allowable speed limit.

## **LEGISLATION**

### **GOALS**

- To ensure California maintains current levels of federal highway safety grant funds through ensuring the efficacy of existing State statutes.
- To secure additional federal highway safety grant funding for California through actively pursuing new traffic safety statutes and enhancements of those statutes that already exist, as necessary.
- To maintain and enhance, if necessary, the current life saving and injury preventing traffic safety statutes relative to:
  - Zero Tolerance (0.01 percent blood alcohol concentration (BAC) as measured by a preliminary alcohol sensing device) for individuals under the age of 21 operating a motor vehicle on roadways.
  - 0.04 percent BAC as the presumptive limit of intoxication for individuals operating truck tractor trailer combinations on roadways.
  - 0.05 percent BAC as the presumptive limit of intoxication for individuals under the age of 21 operating a motor vehicle on roadway.
  - Mandatory use of motorcycle helmets.
  - Child passenger restraint systems and seatbelts. Require children six years of age or less or who weigh less than 60 pounds to be restrained in a proper car seat.

- As of January 1, 2005, each child is required to be properly restrained in the back seat unless the child is six years or older or weighs 60 pounds or more. Citations will be given to the parent/guardian or driver if parent /guardian is not present. Citations will be given for each child who is not properly restrained in the rear seat unless the child is six years or older or weighs 60 pounds or more.

## **IMPACT PROGRAMS/STRATEGIES**

- Monitor, track, and analyze all traffic safety related legislation in California, monitoring national legislation effecting the State and Community Highway Safety Program such as:
  - Ban on hand-held cellular phones while driving a motor vehicle.
  - Ban on using wireless phones while operating a school or transit bus, unless using the wireless phone to contact law enforcement or emergency personnel.
  - Requirement of children under age six to sit in the back of a motor vehicle.
  - Implementation of passenger restraint system on school buses.
  - Installation of ignition interlock devices for DUI suspended licensed drivers.
  - Helmet usage for scooters and skateboards for persons operating or as passenger under 18 years of age.

## **PUBLIC RELATIONS, ADVERTISING AND MARKETING**

### **GOALS**

- OTS Public Affairs will continue to aggressively pursue successful regional and statewide traffic safety programs and campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- Safe driving practices is one of the focal points of all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.
- OTS Public Affairs supports the Office of Traffic Safety's mission of reducing fatalities, injuries and economic losses that result from motor vehicle crashes.

## **IMPACT PROGRAMS/STRATEGIES**

- Local and Regional media: Public Affairs works directly with all OTS grantees in the development of media materials including news releases, coordination of events, and specialty articles for publication.
- Current Campaigns: These activities also surround various campaigns, including the California Seat Belt Compliance Campaign; You Drink You Drive. You Lose; Drunk and Drugged Driving Prevention Month; and, various "Avoid" DUI mobilizations targeting the drinking driver.

- Advertising/Marketing: Public Affairs assists statewide and national media in anti-DUI campaigns and initiatives, which promote seat belt use by partnership with the National Highway Traffic Safety Administration, the California Highway Patrol, and statewide law enforcement agencies.
- All campaigns and strategies include marketing to underserved segments of California's population.

## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR § 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 USC - Highway Safety Act of 1966, as amended.
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations.
- 23 CFR Chapter II - (§§ 1200, 1205, 1206, 1250, 1251, & 1252) Regulations Governing Highway Safety Programs.
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs.
- Highway Safety Grant Funding Policy for Field-Administered Grants.

## **CERTIFICATIONS AND ASSURANCES**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (PL 88-352) which prohibits discrimination on the basis of race, color or national origin and 49 CFR Part 21; (b) Title IX of the Education Amendments of 1972, as amended (20 USC §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 USC § 794), which prohibits discrimination on the basis of handicaps; and 49 CFR Part 27 (d) the Age Discrimination Act of 1975, as amended (42 USC §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (PL 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (PL 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 USC §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 USC §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

#### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### **POLITICAL ACTIVITY (HATCH ACT)**

The State will comply with the provisions of 5 USC §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a

Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

#### **CERTIFICATION REGARDING STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

#### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

##### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.



3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause for default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility  
Matters - Primary Covered Transactions**

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**Instructions for Lower Tier Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

#### **Certification Regarding Debarment, Suspension, Ineligibility And Voluntary**

#### **Exclusion -- Lower Tier Covered Transactions**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

## ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.). Council on Environmental Quality regulations on compliance with the National Environmental Policy Act of 1969, as amended, 40 CFR Part 1500 et seq.



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*Governor's Representative for Highway Safety*

August 2004

*Date*

## **PART II**

### **PROGRAM AREAS**

# PROGRAM PLANNING AND ADMINISTRATION

## ***I. PROGRAM OVERVIEW***

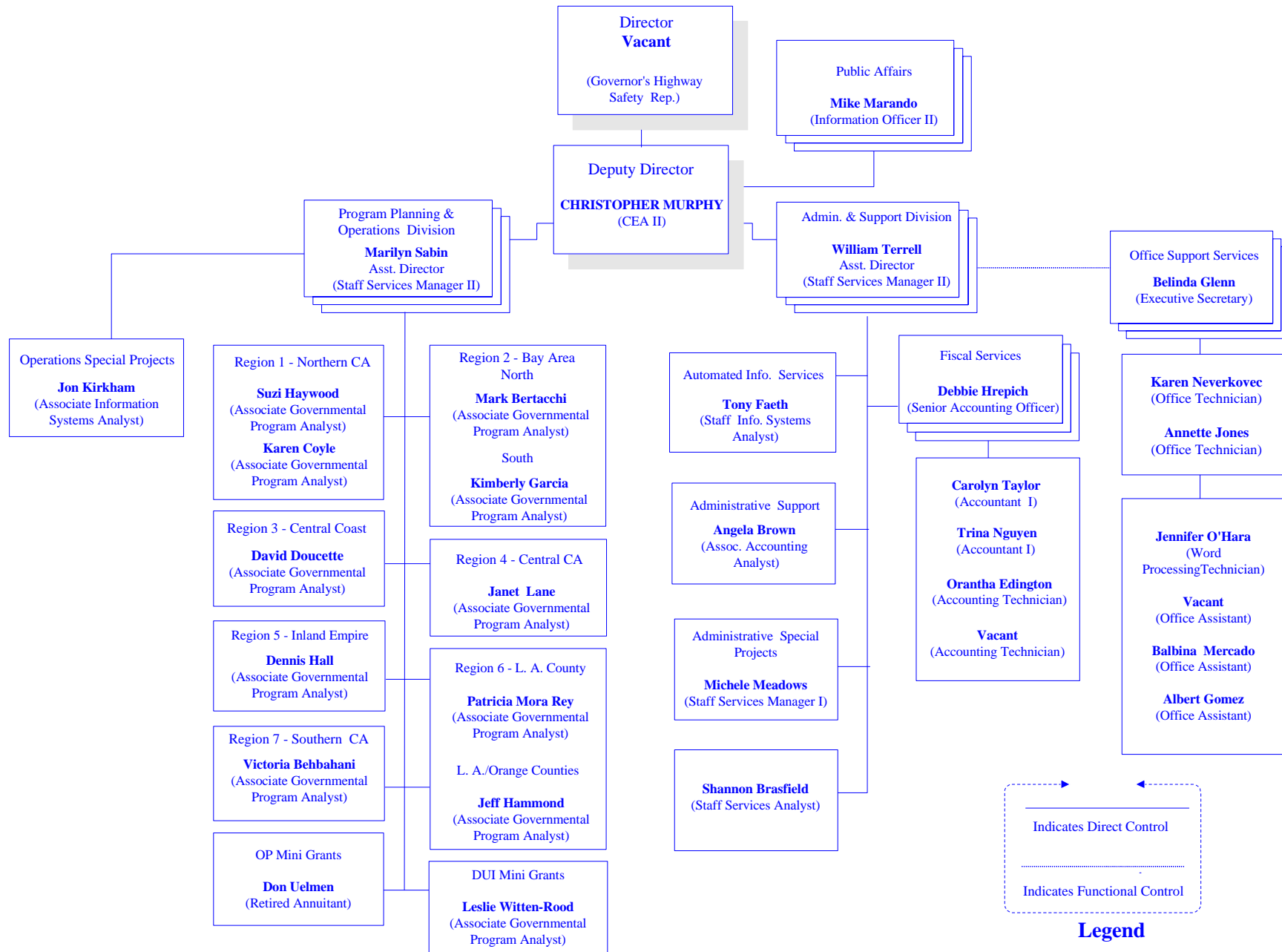
The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the California Office of Traffic Safety (OTS). These activities include:

- Identifying the state's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds.
- Developing the annual Highway Safety Plan (HSP).
- Recommending individual projects to be funded.
- Developing planned projects.
- Monitoring projects.
- Evaluating accomplishments.
- Preparing a variety of program and project reports.
- Conducting project audits.
- Directing the traffic safety legislative program.
- Increasing public awareness and community support.
- Participating on various traffic safety committees and task forces.
- Generally promoting and coordinating traffic safety in California.
- Hosting a NHTSA Region IX Regional meeting and the National Lifesavers' Conference every three or four years.
- Planning and conducting the Police Traffic Services (PTS) Conference and the OTS Summit.
- Creating public awareness campaigns and providing staff and spokespersons in English and Spanish for all annual national campaigns, e.g., Child Passenger Week, Drunk and Drugged Driving Awareness Month, etc.
- Providing regional fiscal and operations trainings to all applicable project personnel annually.
- Giving workshops on OTS and grant funding to several different Conferences each year.

## ***II. CURRENT STATUS***

OTS includes a staff of 32 full-time positions and one retired annuitant responsible for the activities listed above. The organization chart, page PA-3, portrays the structure of OTS. The Director is responsible for the entire California program and serves as the Governor's Highway Safety Representative. As the Governor's representative, the OTS Director participates in activities impacting the highway safety program nationwide. The Deputy Director manages the program's day-to-day activities. The Program Planning and Operations Section develops the HSP and is responsible for the implementation of the grant projects with both state and local entities. In addition, activities within the various program areas are administered through this section. The Administration and Program Support Section encompasses information technology, fiscal and business services, clerical support and legislative services.

## Office of Traffic Safety Organization Chart





## **TRAINING**

Training needs are identified to improve overall staff skills needed in the day-to-day operations of the office. In addition, there is a demand for program specific training for various traffic safety professionals throughout the state. Program specific training has enhanced the abilities of traffic safety professionals to conduct exemplary programs furthering the cause of traffic safety in California. Examples of some of the training programs include:

- ◆ **Highway Safety Program Management** - A detailed course for traffic safety professionals designed to enhance their knowledge, skills and abilities. The fundamental purpose is to provide a forum to address principles of efficient and effective highway safety program management.
- ◆ **Skills Building Workshops** - Various brief workshop sessions designed to build skills may be scheduled. These may include writing, team building, analyst skills, contracting, etc. Attendance at these workshops will result in improved job performance.
- ◆ **Financial Management** - Courses designed to provide the basis for a current working knowledge of procedures, policies and law changes affecting governmental/grant accounting practices. Attendance at these courses will enhance the ability of OTS fiscal staff to maintain currency in topical accounting issues.
- ◆ **Computer Training Courses** - Courses designed to provide OTS staff with the knowledge necessary to operate the software programs installed on our computer system. Attendance at the courses will increase knowledge in operating skills for all users and provide the system administrator and backup administrator with the skills to maintain and support the computer system.
- ◆ **Program Specific Workshops/Seminars** - A number of program specific training sessions are planned by OTS staff and occasionally included in individual local programs. These include, but are not limited to, driving under the influence (DUI) prosecutor/judge training, occupant protection enforcement training, safety in construction zone training, etc.
- ◆ **Grant Specific Workshops/Seminars** - Various workshops/seminars will be conducted for grantee agencies in the OTS Regions on grant specific information. For example, once a grantee has been approved to develop a draft project agreement, a workshop may be held for several agencies in the region to facilitate the development of the draft agreement.
- ◆ **Mini-Grant Training** – Training is provided to occupant protection mini-grantees. The training includes instructions on how to conduct seat belt surveys, complete paperwork and enforce California's seat belt law.

### ***III. GOALS AND PERFORMANCE MEASURES***

It is the goal of the Planning and Administration program to provide the management, supervision and support services for the activities necessary to operate the traffic safety program in the State of California. The performance measures to support this goal include:

- ◆ To develop a coordinated HSP/Performance Plan by September 1, 2005.
- ◆ To provide documentation on qualifications for special funded incentive programs.
- ◆ To develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the Plan.
- ◆ To conduct an active public awareness and community support program, during fiscal year 2005.
- ◆ To develop the Annual Performance Report, by December 31, 2004.
- ◆ To utilize all available means for improving and promoting the California traffic safety program.

#### **IV. TASKS**

##### ***TASK 1 - OPERATION OF THE PROGRAM***

Costs included in this program area include the salary of the Governor's Highway Safety Representative, the salaries of the management staff, the salaries of the fiscal and clerical support personnel, and most operating costs. That portion of all other OTS personnel salaries, as well as certain operating expenses directly related to program development, coordination, monitoring, evaluation and auditing are charged to the appropriate program area.

Other funds in this program area are used to contract with Caltrans for personnel, business duplications, and other miscellaneous administrative services.

##### **Detail for Planning and Administration Costs**

A. Personnel Costs	\$2,102,531	
B. Travel Expenses	75,700	
C. Contractual Services	2,853,100	
D. Other Direct Costs	584,524	
Total OTS Budget		\$5,615,855
State Share		392,000
Federal Share		5,223,855
Less: Amount Chargeable to Program Areas	\$2,124,144	
Public Information Campaigns	1,500,000	
Total: Federal Share of PSP 05-PA		\$1,599,711

##### **Amounts Chargeable to Program PSPs**

<b>Funding</b>	<b>PSP</b>	<b>Cost</b>	<b>Percent</b>
05-AL	Alcohol & Other Drugs	\$152,011	7.2
05-AL-410	Alcohol & Other Drugs Incentive Program	\$265,632	12.5
05-EM	Emergency Medical Services	\$155,413	7.4
05-OP	Occupant Protection	\$150,700	7.1
05-CB	Community Traffic Safety	\$26,414	1.3
05-PS	Pedestrian & Bicycle Safety	\$198,210	9.4
05-PT	Police Traffic Services	\$448,477	21.1
05-RS	Roadway Safety	\$85,226	4.1
05-TR	Traffic Records	\$88,189	4.2
05-157*	Incentive Funds	\$199,317	9.4
05-157b	Innovative Funds	\$100,000	4.5
05-163ID	Impaired Driving Mobilization	\$0	0.0
05-164	164 Transfer Funds	\$154,555	7.3
05-405	405-Occupant Protection	<u>\$100,000</u>	<u>4.5</u>
<b>TOTAL:</b>		<b>\$2,124,144</b>	<b>100.0%</b>

\* Spread to the various program areas based on percentage of planned 157 funds.

## ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2005 ESTIMATED APPROPRIATIONS
Seat Belt Use Incentive (157)	*\$16,110,000.00
Innovative Seat Belt Grants (157b)	*\$0.00
.08 Alcohol Incentive (163)	*\$9,519,493.00
Repeat Intoxicated Driver Law (164)	*\$53,662,316.00
NHTSA/FHWA (402) (Basic Highway Safety Funds)	*\$14,968,941.00
<b>Grand Total</b>	<b>*\$94,261,451.00</b>

\*These amounts are estimated and are subject to change.

**POLITICAL SUBDIVISION PARTICIPATION  
IN STATE HIGHWAY SAFETY PROGRAM  
FFY 2005 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
<b>NEW GRANTS</b>	213	2	22	<b>237</b>
<b>NEW MINI GRANTS</b>	315	-	-	<b>315</b>
	\$ 36,652,,149.00	\$ 737,523.00	\$ 17,474,722.00	\$ <b>54,864,394.00</b>
		\$18,212,245.00		
	<b>66.80%</b>	<b>33.20%</b>		
<b>CONTINUATIONS</b>	137	24	32	<b>193</b>
	\$ 8,092,781.81	\$ 3,789,089.14	\$ 6,455,099.72	\$ <b>18,336,970.67</b>
		\$10,244,188.86		
	<b>44.13%</b>	<b>55.87%</b>		
<b>ALL GRANTS</b> (New and Continuing)	<b>665</b>	<b>26</b>	<b>54</b>	<b>745</b>
	\$ 44,744,930.81	\$ 4,526,612.14	\$ 23,929,821.72	\$ <b>73,201,364.67</b>
		\$28,456,433.86		
	<b>61.13%</b>	<b>38.87%</b>		

\* Includes the P&A project.

**FUNDS and GRANTS EXCLUDED**

Section 164: Repeat Intoxicated Driver Law Funds

(Hazard Elimination Grants)

Section 405: Occupant Protection Incentive Funds

Section 410: Alcohol Incentive Funds

Section 2003b: Child Passenger Protection Education Funds

Code H08 Grants: Federal Aid Highway Type Programs

\*These amounts are estimated and are subject to change.

**POLITICAL SUBDIVISION PARTICIPATION  
IN STATE HIGHWAY SAFETY PROGRAM  
FFY 2005 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
<b>NEW GRANTS</b>	224	2	24	250
<b>NEW MINI GRANTS</b>	315	-	-	315
	\$ 41,142,997.00	\$ 737,523.00	\$ 18,061,775.00	\$ 59,942,295.00
		\$18,799,298.00		
	<b>68.64%</b>	<b>31.36%</b>		
<b>CONTINUATIONS</b>	155	26	36	217
	\$ 9,616,143.86	\$ 4,025,073.14	\$ 6,838,838.17	\$20,480,055.17
		\$10,863,911.31		
	<b>46.95%</b>	<b>53.05%</b>		
<b>ALL GRANTS</b> (New and Continuing)	694	28	60	782
	\$ 50,759,140.86	\$ 4,762,596.14	\$ 24,900,613.17	\$ 80,422,350.17
		\$29,663,209.31		
	<b>63.12%</b>	<b>36.88%</b>		

\* Includes the P&A project.

**FUNDS and GRANTS EXCLUDED**

*Section 164: Repeat Intoxicated Driver Law Funds (Hazard Elimination Grants)*

**FISCAL YEAR 2005 PROGRAM FUNDING  
(PLANNING AND ADMINISTRATION)**

Task	Title		Major Cost Items					
1	Planning and Administration Project		Staff Hours, Equipment, Travel Expenses, Contractual Services, Other Direct Costs					
</								

# ALCOHOL AND OTHER DRUGS

## ***I. PROGRAM OVERVIEW***

Though significant progress has been made in reducing the frequency of driving under the influence (DUI) and related injuries and fatalities, alcohol remains the number one Primary Collision Factor (PCF) in fatal crashes. Alcohol-involved fatalities increased in 2003 for the fifth straight year, overturning the downward trend of previous years. In 2003, Statewide Integrated Traffic Records System (SWITRS) provisional data shows 32,728 people were killed or injured in alcohol-involved crashes reflecting a 2.3 percent decrease from 2002. This is the first decrease in killed or injured alcohol-involved crashes since the low of 32,057 in 1998.

DUI continues to be one of society's major problems. The National Highway Traffic Safety Administration (NHTSA) estimates that two in five Americans will be affected by alcohol related collisions during their lifetime. OTS addresses this problem by funding DUI enforcement, public education, adjudication, prevention programs, training, and licensing systems. In addition, OTS develops and implements successful alcohol education and awareness programs aimed at reducing problems associated with underage high school and college drinking.

Alcohol is the drug most commonly used by youth and is one of the most common contributors to youth injuries, deaths, and criminal behaviors. The youth population continues to grow, and the use of alcohol continues to increase among high school students. Drivers aged 15 through 19 who make up 4.1 percent of the driving population constituted 7.3 percent of Had Been Drinking (HBD) drivers in fatal and injury collisions during 2003.

In 2003, the 20-34 year old age group represented 29.3 percent of all licensed drivers. This group is over-represented in HBD driver crashes, making up 44.6 percent of all HBD drivers in fatal and injury crashes. A comparison from 2002 data shows the number of 20-34 year olds involved in HBD fatal and injury collisions decreased 3.2 percentage points during 2003. This is the first decrease in the 20-34 age group for HBD driver crashes in five years.

NHTSA estimates that as many as 2,000 alcohol-impaired driving trips occur for every DUI arrest and that even during special drinking-driving enforcement programs, as many as 300 trips occur for each DUI arrest. Many potential offenders are deterred from drinking and driving only if there is a public perception that they will be caught and punished. Research shows that increased public attention and news coverage of DUI enforcement efforts can help reduce alcohol-related crashes.

Repeat DUI offenders continue to present a hazard to traffic safety. Drivers who have been convicted of DUI are more likely than others to be arrested subsequently for DUI and to be involved in alcohol-related crashes (NHTSA and National Institute of Alcohol Abuse and Alcoholism, NIAAA 1996). In the United States, one of every six (16.6 percent) drivers killed in a crash who had a positive blood alcohol content (BAC) had been convicted of DUI within three years before the crash (NHTSA 1997).

A 1996 NHTSA study of repeat offenders showed that when police presence was certain, there was a corresponding decrease in DUI behavior among study participants. Additionally, the threat of arrest and/or the consequences of arrest caused 61 percent of the repeat offenders studied to stop their behavior for some period of time.



## **II. ACTION PLANS**

OTS realizes that no one approach is effective for every community. Grantees are encouraged to develop programs that address specific needs for their city, and programs that include multiple components are encouraged.

Through OTS funding in fiscal year 2005, the California Highway Patrol (CHP) will continue to provide mini grants to local agencies to conduct the "Every 15 Minutes" program. The "Every 15 Minutes" program is a two-day program that focuses on high school juniors and seniors and challenges them to think about the consequences of drinking, personal safety and the responsibility of making mature decisions when lives are involved. The program name was derived from the unfortunate fact during the early 1980s that Every 15 Minutes someone in the United States was killed in an alcohol-related traffic collision.

In an aggressive effort to reach the 21 to 34 year old age group, California has launched multiple projects implementing education, prevention, and alcohol access enforcement efforts. These efforts are strategically placed on college campuses and within the surrounding communities. Multiple agencies are participating to provide a comprehensive approach to reducing increasing alcohol related traffic crashes among this group.

With the help of OTS funding, California has been leading the nation in pioneering Portable Evidential Breath Testing (PEBT) device technology that expedites evidence collection and promotes accuracy and efficiency for adjudication. The device California has been using includes a peripheral magnetic strip reader for instant electronic collection of subject and officer information. In addition, this device electronically stores all test results and subject information for transfer to a central database or directly to the California Department of Justice. One of the major advantages of using this device is that it decreases the time required for officers to transport and process DUI arrestees and increases the amount of time they spend patrolling and making additional DUI arrests.

OTS continues to promote the "Avoid" program concept in fiscal year 2005. These programs provide increased DUI enforcement by bringing together agencies from different jurisdictions to target a region with highly visible DUI enforcement and sobriety checkpoints and an intense media campaign. Targeted enforcement is conducted when DUI incidents are typically at their highest during the winter holiday period (Christmas and New Years), July 4<sup>th</sup> and Labor Day weekends. Daily news releases inform the public of enforcement efforts and arrests made. In fiscal year 2005, 28 of these projects will be active.

OTS appreciates that state-of-the-art technologies allow for progressive advancements in preventing alcohol-involved collisions. OTS is funding a project through the Riverside County Probation Department that involves using Global Positioning System (GPS) microchips and Radio Frequency Identification (RFID) microchips in bracelets to allow probation officers to monitor the whereabouts of chronic DUI repeat offenders who are on probation. The project takes advantage of the years of OTS funding of Geographical Information Systems (GIS) to allow the probation officers to pin-map electronically when a probationer violates terms of probation based on GPS and RFID information that an offender has been on the premises of an ABC licensee's premises.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS "Blueprint" contain additional recommended "best practice" countermeasures*):

- To conduct frequent, highly visible and publicized sobriety checkpoints and selective enforcement operations.
- To conduct "Every 15 Minutes" and "Reality Check" youth DUI programs.
- To air paid/free public service announcements depicting home videos of victims killed by drunk drivers to be aired during "prime time".
- To provide funds for active and Preliminary Alcohol Screening (PAS) devices, DUI trailers, and other DUI enforcement equipment.
- To provide funds for Portable Evidential Breath Testing (PEBT) devices, and Evidential Portable Alcohol System (EPAS) devices.
- To conduct "stakeouts" of habitual DUI offenders who continue to drive with suspended or revoked licenses.
- To develop local "hotlines" to report DUI offenders who continue to drive with suspended or revoked licenses.
- To establish DUI warrant service programs targeting habitual DUI offenders who fail to appear in court.
- To increase DUI conviction rates by surveying counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates.
- To reduce the time and effort required to process DUI arrests by replacing paperwork with electronic automation.
- To conduct youth "Visitation Programs" for DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.
- To promote comprehensive community alcohol programs that includes enforcement, public education, community organization, and judicial liaison and training.
- To promote comprehensive programs directed at young drivers concerning alcohol and other drugs.
- To implement alcohol screening and brief intervention programs at trauma centers addressing trauma patients with positive blood alcohol levels.
- To provide administrative support and coordination to an overall DUI program through means such as local coalitions, the Traffic Alliance for a Safer California (TASC), etc.
- To provide training for judicial officials to improve the adjudication process involving DUI convictions, to promote assurance that restitution fines and orders are requested by district attorneys and probation officers and then imposed by judges and commissioners,

and to enhance judiciary personnel knowledge of DUI laws and issues.

- To implement college-environment educational prevention and media strategies targeting high-risk college students on various college campuses.
- To promote high school, junior high and elementary youth DUI prevention programs at various schools statewide.
- To conduct real DUI trials for local high school students.
- To conduct “sales to minors” enforcement operations.
- To provide funds for Global Positioning Systems (GPS) and Radio Frequency Identification systems (RFID) for probation departments to monitor chronic DUI repeat offenders on probation.
- To expand statewide creation of the multi-agency Avoid Campaigns during high-risk holiday periods.

### **III. TASKS**

#### ***TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION***

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

#### ***TASK 2 - DUI ENFORCEMENT/EDUCATION/PUBLIC INFORMATION***

This task provides for comprehensive drunk driving enforcement programs implemented through enforcement agencies. The programs under this task are comprised of multiple components including increased enforcement to focus on sobriety checkpoints, the purchase of specialized equipment, and the implementation of enhanced alcohol public information and education programs. The table below details the programs under this task for fiscal year 2005.

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0324	157/ 164AL	Lynwood - Los Angeles County Sheriff's Dept.	N/A	4 DUI Checkpoints	12 Presentations	Community Events Student Valet Programs	\$140,000
AL0331	157/ 164AL	Palm Springs Police Department	N/A	4 DUI/DL Checkpoints 4 Saturation Patrols 15 Allied Agency Saturation Patrols	2 High School Presentations 2 Civic Presentations 2 Community Group Presentations Community Outreach Through Fairs and Festivals	Press Releases Media Event	\$150,000
AL0336	157/ 164AL	Sacramento Police Department	N/A	3 DUI Checkpoints 3 Enforcement Operations	Safety Belt Challenge	Promotional Materials Press Releases	\$29,573
AL0361	157/ 164AL	San Jose Police Department	N/A	4 Checkpoints 6 Saturation Patrols	8 Presentations	Press Releases Promotional Items Media Campaign	\$31,062
AL0364	157/ 164AL	Rialto Police Department	N/A	4 DUI/DL Checkpoints 1 Warrant Service Operation	3 School Presentations  1 Holiday DUI Public Outreach Program  3 Citizen Group Presentations	Press Releases Website Postings	\$21,471
AL0367	157/ 164AL	Stockton Police Department	N/A	3 DUI Checkpoints 4 Shoulder Tap Operations	6 Educational 4 DUI Presentations 2 Friday Night Live	Promotional Materials Press Releases	\$27,829

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
					Assemblies		
<b>AL0371</b>	157/ 164AL	Anaheim Police Department	N/A	2 DUI Checkpoints 5 Saturated DUI Patrols 6 Felony DUI Probation Visitations	120 Driving Simulator Classes	N/A	\$48,587
<b>AL0383</b>	157/ 164AL	Fontana Police Department	N/A	4 DUI/DL Checkpoints 18 Saturation Patrols	10 School Presentations	Press Releases Stickers, brochures, key chains, posters	\$12,574
<b>AL0433</b>	157/ 164AL	Inglewood Police Department	N/A	24 DUI Checkpoints 12 Warrant Service Details	N/A	Seat Belt Campaign	\$68,010
<b>AL0439</b>	157/ 164AL	Oceanside Police Department	N/A	12 DUI Checkpoints 4 Saturation Patrols Warrant Operations	Seat Belt Challenge Program	Promotional Materials Press Releases	\$109,478
<b>AL0442</b>	157/ 164AL	Petaluma Police Department	N/A	2 Saturation Patrols	Seat Belt Challenge	N/A	\$16,485
<b>AL0444</b>	157/ 164AL	Pleasanton Police Department	N/A	3 DUI Checkpoints 4 Saturation Patrols	2 Presentations	Theatre PSA Press Releases Promotional Materials	\$44,230
<b>AL0445</b>	157/ 164AL	Redlands Police Department	N/A	2 DUI/DL Checkpoints 2 Saturation Patrols	Every 15 Minutes Program 6 Child Passenger Safety Seat Presentations	Press Releases  DUI prevention Slide Show presented at movie theatres	\$25,985
<b>AL0466</b>	157/ 164AL	Upland Police Department	N/A	9 DUI/DL Checkpoints 9 Saturation Patrols 2 Warrant Service Patrols	1 DUI Victim Impact Panel 1 Enforcement Personnel Training	N/A	\$57,568

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
					2 Alcohol/Drug Educational Presentations 2 School Resource Officer Presentations		
<b>AL0469</b>	157/ 164AL	West Covina Police Department	N/A	1 DUI Checkpoints DUI Patrols	Every 15 Minutes Program	Seat Belt Campaign	\$15,570
<b>AL0502</b>	157/ 164AL	Alameda Police Department	N/A	4 DUI Checkpoints 20 Seatbelt Enforcement Ops. 2 Shoulder Tap Operations 12 Warrant Service	N/A	Distribute educational materials relative to impaired driving and occupant safety at public fairs	\$48,000
<b>AL0503</b>	157/ 164AL	Anderson	1 Motorcycle	6 Checkpoints 6 Saturation Patrols	4 High School 2 CBO Presentations	Press releases	\$151,966
<b>AL0506</b>	157/ 164AL	Baldwin Park Police Department	1 DUI Trailer 1 Motorcycle 1 Radar Trailer	4 DUI/DL Checkpoints 4 Saturation Patrols 2 Warrant Service Patrols 2 Court Sting Patrols	Presentation	Multilingual DUI material	\$111,000
<b>AL0508</b>	157/ 164AL	Buena Park Police Department	N/A	12 DUI/DL Checkpoints 125 DUI Patrols Seat Belt Enforcement	Every 15 Minutes Program High School Seat Belt Challenge	Press Releases	\$170,562
<b>AL0514</b>	157/ 164AL	Citrus Heights Police Department	N/A	5 DUI Checkpoints 20 DUI Patrols 4 Warrant Service Operations	Every 15 Minutes Program DUI Presentations	Promotional Materials Press Releases	\$177,065

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0516	157/ 164AL	South Lake Tahoe	1 GIS	6 Checkpoints 6 Saturation Patrols 4 Warrant Sweeps	4 presentations	Press releases Newspaper ads Media event	\$112,500
AL0518	157/ 164AL	Vista	N/A	4 DUI Checkpoints 4 Roving Patrols 6 Warrant Service Operations	2 Reality Check Programs Seat Belt Challenge	Press releases	\$102,321
AL0519	157/ 164AL	Coachella Police Department	1 Motorcycle	Motor Officer's Comprehensive Traffic Enforcement 8 DUI/DL Checkpoints 4 Saturation Patrols	SAFE Program HOTSHEET Program EPAS Demonstrations	Press Releases Media Event	\$140,000
AL0520	157/ 164AL	Cypress Police Department	2 Radar Message Trailers 1 Motorcycle 6 Radar Feedback Signs	3 DUI/DL Checkpoints 3 DUI Roving Patrol Seat Belt Enforcement Speed Enforcement	High School Seat Belt Challenge Every 15 Minutes Program	Press Releases	\$263,851
AL0521	157/ 164AL	Daly City Police Department	10 Motorcycles	12 DUI Checkpoints 12 Saturation Patrols 12 Warrant Service Operations 6 Court Sting Operations	8 Presentations	Press Releases	\$511,860
AL0529	157/ 164AL	Exeter Police Department	1 Motorcycle 1 DUI Trailer	DUI Checkpoints	6 Community Awareness Presentations	4 newspaper articles	\$45,000
AL0530	157/ 164AL	Fairfield Police Department	1 Motorcycle	10 DUI/DL Checkpoints 4 Saturation Patrols 2 Shoulder Tap Operations	4 Poster Contests (High, Middle & Elementary Schools)	Develop 2 PSA's	\$245,000

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
				4 Seatbelt enforcement Ops 4 Special Traffic Enforcement Ops	Seat Belt Challenge High School Newspaper Articles		
<b>AL0531</b>	157/ 164AL	Fontana Police Department	2 Motorcycles 1 In-Car Camera	Motor Officers' comprehensive traffic enforcement operations. Speed enforcement operations. Red Light Running Seatbelt enforcement operations 8 DUI/DL Checkpoints Saturation Patrols	High School Program	Press Releases Media Event SCREECH Banner	\$300,000
<b>AL0532</b>	157/ 164AL	Fortuna Police Department	1 DUI Trailer	6 DUI Checkpoints 6 DUI Patrols 2 Warrant Service Operations	Real DUI School Trial Every 15 Minutes Program Seat Belt Challenge	Promotional Materials Press Releases	\$87,448
<b>AL0533</b>	157/ 164AL	Fremont Police Department	N/A	12 DUI Checkpoints DUI Multiple Offender Warrant Service Court Sting Operations	4 Presentations	Press Releases Educational Material	\$162,149
<b>AL0539</b>	157/ 164AL	Hayward Police Department	N/A	12 DUI Checkpoints Saturation Patrols	10 Presentations	Press Releases	\$92,000



Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0544	157/ 164AL	Huntington Park Police Department	N/A	18 Saturation Patrols 4 DUI Checkpoints	2 Community Events	N/A	\$57,000
AL0546	157/ 164AL	La Habra Police Department	2 Motorcycles 1 Radar Trailer	Full Time Officer 4 DUI/DL Checkpoints 12 DUI Patrols Seat Belt Enforcement	High School Education Program	Press Releases	\$183,000
AL0551	157/ 164AL	Modesto Police Department	N/A	6 DUI Checkpoints 200 DUI Patrols 24 Warrant Service Operations 90 Field Operations Hot Sheet Program	4 Reality Checks 4 Every 15 Minutes Programs	N/A	\$248,382
AL0552	157/ 164AL	Napa Police Department	N/A	3 DUI Checkpoints 4 DUI Saturation Patrols 50 Hours of Seatbelt Enforcement	2 High School DUI/Passenger Restraint Presentations 2 Latino Community Group DUI/ Passenger Restraint Presentations	N/A	\$34,000
AL0556	157/ 164AL	Orange Police Department	1 DUI Trailer	Full Time DUI Team Weekly Stake Out Program 4 DUI/DL Checkpoints	High School Seat Belt Challenge Every 15 Minute Program	Press Releases	\$300,000

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0557	157/ 164AL	Palmdale – Los Angeles County Sheriff's Department	N/A	5 DUI Checkpoints	6 Presentations	Mailers to residents	\$105,000
AL0560	157/ 164AL	Petaluma Police Department	N/A	5 DUI Warrant Sweeps	Community Presentations and Billboard Displays	N/A	\$34,500
AL0563	157/ 164AL	Redondo Beach Police Department	2 Motorcycles	4 DUI/DL Checkpoints 10 Roving DUI Patrols 4 DUI Warrant Service Patrols 10 Seat Belt Operations	10 SAFE Programs	Press Releases	\$105,000
AL0565	157/ 164AL	Roseville Police Department	1 Motorcycle	6 Checkpoints 6 Saturation Patrols 6 Speed Racing Sweeps	1 Seat Belt Challenge Every 15 Minutes Presentation	Press Releases Bus, Theatre & Garbage Truck Ads Newspaper TV PSA's	\$206,303
AL0567	157/ 164AL	Sacramento Police Department	2 Changeable Message Signs 2 Radar Trailers	4 DUI Checkpoints 4 DUI Patrols Warrant Service Program Court Sting Operations	TBD	Promotional Materials Press Releases	\$387,472
AL0569	157/ 164AL	Rancho Cucamonga Police Department	2 Motorcycles	Motor Officers' Comprehensive Traffic Enforcement 8 DUI/DL Checkpoints 40 Speed Enforcement Operations	8 Community Group Presentations	Press Releases Media Event	\$277,118

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0570	157/ 164AL	San Bernardino Police Department	1 Combination Radar Trailer-Message Board	8 DUI/DL Checkpoints 4 Saturation Patrols Warrant Servicing HOTSHEET program Speed Enforcement Operations	Pedestrian and Bicycle Safety Videos Real DUI Trials Reality Check at High School	Press Releases Media Event Operation Safe Holiday Paid Media campaign	\$135,000
AL0573	157/ 164AL	San Francisco State University Police Department	2 Motorcycles 1 DUI Trailer	6 DUI Checkpoints 8 DUI Saturation Patrols Warrant Service	3 Real DUI Trials 3 Reality Checks 3 Every 15 Minutes Presentations Seat Belt Challenge	N/A	\$62,000
AL0574	157/ 164AL	San Jose Police Department	1 Mobile DUI Command Vehicle 1 Infrared Fingerprint ID System 1 Towable DUI Collision Display Trailer	12 DUI Checkpoints Warrant Service Patrols Court Sting Operations	20 Presentations	Press Releases Educational Material	\$388,534
AL0576	157/ 164AL	San Pablo Police Department	N/A	4 DUI Saturation Patrols Warrant Service Program 4 Occupant Restraint Operations	Project SAFE	N/A	\$160,000
AL0579	157/ 164AL	Santa Clarita – Los Angeles County Sheriff's Department	N/A	12 DUI Checkpoints 12 Saturation Patrols	2 Presentations	N/A	\$162,000

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0580	157/ 164AL	Santa Maria Police Department	1 Total Station System	10 DUI Checkpoints 12 DUI Patrols 12 Warrant Sweep Operations	DUI Presentations	Press Releases	\$100,000
AL0581	157/ 164AL	Santa Monica Police Department	2 Motorcycles 1 Total Station 1 Communications System 1 Database System	8 Saturation Patrols 4 DUI/DL Checkpoints	10 Presentations	N/A	\$200,000
AL0587	157/ 164AL	Walnut Creek Police Department	1 DUI Trailer	4 DUI Checkpoints 4 Saturation Patrols Hot Sheet Program for Multiple DUI Offenders	6 Presentations	Press Releases	\$87,000
AL0588	157/ 164AL	Whittier Police Department	N/A	6 DUI/DL Checkpoints 52 Roving DUI Patrols 4 DUI Warrant Service Patrols 4 Probation Compliance Searches 2 Minor Decoy Operations	High School Seat Belt Challenge Child Safety Seat Program	Press Releases	\$78,479
AL0592	157/ 164AL	Auburn	1 Motorcycle	4 Checkpoints 6 Saturation Patrols 6 Warrant Sweeps	1 Seat Belt Challenge 1 Live DUI Trial	Press Releases	\$150,750

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0593	157/ 164AL	Oroville Police Department	1 Electronic Link 1 Mobile Data Terminal	6 Checkpoints 6 Saturation Patrols 6 Shoulder Taps 4 Street Racing Patrols	4 Presentations	Press Releases Newspaper Ads	\$117,500
AL0594	157/ 164AL	Red Bluff	N/A	6 Checkpoints 6 Saturation Patrols	1 Seat Belt Challenge	Press Releases	\$114,287
AL0595	157/ 164AL	Redding	6 Hand Held Citation Devices	4 Checkpoints 2 Regional Checkpoints 12 Saturation Patrols 4 Warrant Sweeps	12 Presentations	Press Releases Radio Theatre Ads	\$163,300
AL0482	163	California Highway Patrol	N/A	100 Roving Patrols DUI Checkpoints	N/A	TBD	\$295,165
AL0535	163ID/ 164AL	Fresno Police Department	5 Motorcycles 1 Radar Sign	60 DUI Checkpoints 8 Probation Searches	8 Reality Checks 4 Every 15 Minutes Programs 8 DUI Presentations	N/A	\$435,382
AL0106	164AL	Gardena Police Department	N/A	20 Special Enforcement Operations 2 DUI Checkpoints	N/A	N/A	\$53,706

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0303	164AL	Bakersfield Police Department	N/A	DUI Checkpoints DUI Patrols ABC Decoy Operations	N/A	Frequent meetings with Media	\$94,452
AL0315	164AL	El Monte Police Department	N/A	3 Roving DUI Patrols 2 DUI Checkpoints	N/A	N/A	\$0
AL0317	164AL	Fairfield Police Department	N/A	N/A	N/A	N/A	\$12,323
AL0328	164AL	Newport Beach Police Department	N/A	N/A	N/A	Responsible Alcohol Service Campaign	\$0
AL0333	164AL	Porterville Police Department	N/A	8 DUI Checkpoints 3 Stakeouts 6 Enforcement Details	N/A	N/A	\$10,011
AL0340	164AL	San Fernando PD	N/A	6 Special Enforcement Operations	N/A	N/A	\$7,786
AL0342	164AL	San Gabriel PD	N/A	1 DUI Checkpoints 1 Special Enforcement Operations	N/A	N/A	\$0

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0346	164AL	Santa Cruz Police Department	N/A	2 DUI Checkpoints	DUI Presentations	Educational Materials	\$0
AL0348	164AL	Santa Maria Police Department	N/A	1 DUI Checkpoint	DUI Presentations	Educational Materials	\$5,000
AL0353	164AL	Tulare Police Department	N/A	12 DUI Checkpoints 12 DUI Patrols	N/A	N/A	\$11,566
AL0363	164AL	Riverside Police Department	N/A	2 DUI/DL Checkpoints 30 Roving Patrols 30 Felony Warrant Operations	Every 15 Minutes Program	Brochures/Posters/ Banners/Stickers Press Releases DUI Citizens Volunteer Patrol wrapped SUV	\$53,785
AL0373	164AL	Long Beach Police Department	N/A	1 DUI Checkpoints 2 Saturation Patrols 1 DUI Warrant Operations 1 Felony DUI Probation Visitations	N/A	N/A	\$27,330
AL0380	164AL	Vacaville Police Department	N/A	2 Checkpoints	N/A	N/A	\$0

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0387	164AL	Fresno Police Department	N/A	12 DUI Checkpoints 12 DUI Patrols 4 Multi-agency DUI Checkpoint Operations	N/A	N/A	\$12,001
AL0402	164AL	Antioch Police Department	N/A	4 DUI Checkpoints 4 Saturation Patrols	N/A	Press Releases	\$19,042
AL0413	164AL	California Highway Patrol	N/A	200 DUI Checkpoints 45 DUI Task Force Operations Roving DUI Patrols	16 Presentations	Public Awareness Campaign	\$882,682
AL0421	164AL	Costa Mesa Police Department	N/A	4 DUI Checkpoints 104 nights of DUI Patrol	Every 15 Minutes Program	Handout material, Seat Belt Campaign	\$77,569
AL0430	164AL	Garden Grove Police Department	N/A	12 DUI Checkpoints 208 Nights of DUI Patrol	N/A	Public Service Message in Spanish, Vietnamese, and Korean	\$41,088
AL0480	164AL	California Highway Patrol	N/A	DUI Task Force Operations (TBD) Roving DUI Patrols (TBD)	N/A	TBD	\$418,497
AL0500	164AL	Ventura	1 Motorcycle	6 DUI/DL Checkpoints 12 DUI Patrols	30 Educational Presentations	Press Releases	\$211,000



Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0504	164AL	Apple Valley Police Department	N/A	4 DUI/DL Checkpoints 4 Saturation Patrols	DUI Impact Panels DUI prevention	Press Releases Media Event	\$24,432
AL0505	164AL	Atascadero Police Department	1 DUI Trailer 1 Motorcycle	8 DUI Checkpoints 4 DUI Patrols 4 DUI Warrant Service Operations	DUI Presentations	Educational Materials Press Releases	\$90,000
AL0507	164AL	Beverly Hills Police Department	1 DUI Trailer	8 DUI/DL Checkpoints	N/A	N/A	\$25,000
AL0511	164AL	California Highway Patrol	2 DUI Checkpoint Trailers	200 DUI Checkpoints 45 DUI Task Force Operations 25,000 Roving DUI Patrols	N/A	TBD	\$3,121,266
AL0512	164AL	Carson	N/A	24 DUI/DL Checkpoints 12 DUI Warrant Service Patrols	N/A	Press Releases	\$94,890
AL0513	164AL	Chula Vista Police Department	1 Changeable Message Board 2 Lidar Radar Units 4 PAS Devices	4 DUI Checkpoints 6 DUI Saturation Patrols 4 Warrant Service Operations Hot Sheet Program	Life Interrupted Program	TBD	\$272,540
AL0515	164AL	Selma Police Department	N/A	12 DUI Checkpoints 12 DUI Saturation Patrols 3 ABC Enforcement Operations	N/A	N/A	\$64,072

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
				6 roll call training sessions Form Avoid the Six Committee			
<b>AL0525</b>	164AL	Oxnard	4 Motorcycles Message Display/Radar Trailer	16 DUI/DL Checkpoints 20 DUI Saturation Patrols 4 Warrant Operations	24 Educational Presentations	Press Releases	\$395,000
<b>AL0526</b>	164AL	Downey Police Department	N/A	6 DUI Checkpoints	N/A	N/A	\$61,500
<b>AL0528</b>	164AL	Escondido Police Department	2 Motorcycles	8 DUI Checkpoints 8 DUI Sweeps 4 Warrant Service Operations Hot Sheet Program	TBD	4 PSA, media campaign	\$593,846
<b>AL0537</b>	164AL	Galt Police Department	1 DUI Trailer	6 DUI Checkpoints 12 DUI Enforcement Operations	Every 15 Minutes Program	Promotional Materials Press Releases	\$118,910
<b>AL0538</b>	164AL	Goleta Police Department	1 DUI Trailer	12 DUI Checkpoints 12 DUI Saturation Patrols 6 Warrant Sweeps	DUI Presentations	Press Releases	\$80,000
<b>AL0540</b>	164AL	Healdsburg Police Department	6 Digital Mobile Video Camera Systems	Warrant Service 100 DUI Saturation Patrols	N/A	N/A	\$72,000

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0543	164AL	Huntington Beach Police Department	N/A	4 DUI/DL Checkpoints 104 Roving DUI Patrols 4 DUI Warrant Service Patrols	Every 15 Minute Program	Press Releases	\$171,308
AL0547	164AL	La Mesa Police Department	N/A	4 DUI Checkpoints 4 Warrant Service Operations	TBD	Press releases, media campaign	\$137,038
AL0548	164AL	Laguna Beach Police Department	N/A	4 DUI/DL Checkpoints 12 DUI Roving Patrols 4 DUI Warrant Service Patrols	Every 15 Minutes Program Live DUI Theater Program	Press Releases Information Cards	\$62,638
AL0550	164AL	Martinez Police Department	N/A	3 DUI Checkpoints Saturation Patrols	N/A	Press Releases Crash Car Exhibits	\$115,908
AL0553	164AL	National City Police Department	3 Motorcycles 1 DUI Trailer	8 DUI Checkpoints, 10 Roving Patrols	Every 15 Minutes Program	Press releases	\$109,191
AL0558	164AL	Paso Robles Police Department	1 DUI Trailer	6 DUI Checkpoints 6 Shoulder Tap/Minor Decoy Operations 4 Warrant Sweep Operations	DUI Presentations	Educational Materials Press Releases	\$110,000
AL0562	164AL	Pomona Police Department	1 Portable Light Tower	12 DUI/DL Checkpoints 200 DUI Patrols 12 DUI Warrant Service Patrols 6 Court Stings	Every 15 Minutes Program	Press Releases	\$220,687

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0568	164AL	Salinas Police Department	N/A	6 DUI Checkpoints 72 DUI Patrols 24 Warrant Sweeps	DUI Presentations	Educational Materials Press Releases Media Event	\$200,000
AL0571	164AL	San Diego Police Department	2 Gyro-stabilized Binoculars	15 DUI Aerial Patrols	TBA	Press releases, media campaign	\$102,200
AL0572	164AL	San Fernando Police Department	N/A	4 DUI Checkpoints 8 Saturation Patrols	N/A	N/A	\$50,000
AL0578	164AL	Santa Barbara Police Department	N/A	36 DUI Checkpoints 10 DUI Patrols 10 Warrant Service Operations	DUI Presentations	Promotional Materials Press Releases	\$121,969
AL0585	164AL	Vernon Police Department	1 DUI Trailer	4 DUI Checkpoints 8 Saturation Patrols 12 DUI Warrant Service Patrols	N/A	N/A	\$80,000
AL0586	164AL	Visalia Police Department	N/A	7 DUI Checkpoints 6 DUI Saturation Patrols 8 Warrant service	N/A	Informative media campaign	\$64,506
AL0589	164AL	Woodland Police Department	N/A	3 DUI Checkpoints	TBD	Promotional Materials Press Releases	\$92,466

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0591	164AL	Eureka Police Department	N/A	3 DUI Checkpoints 2 Warrant Service Operations Court Sting Operations	DUI Presentations	Promotional Materials Press Releases	\$107,926
AL0471	402	Whittier Police Department	N/A	1 DUI Checkpoints 13 DUI Patrols	N/A	DUI Material in Utility Billings, Seat Belt Campaign	\$10,488
AL0401	410	Anderson	N/A	6 Checkpoints	2 CBO Presentations	Press releases	\$5,379
AL0403	410	Banning Police Department	N/A	4 DUI/DL Checkpoints 1 Dedicated Officer for DUI Enforcement and Education	3 School Presentations 3 Community Group Presentations Every 15 Minutes Presentation	Press Releases	\$33,715
AL0405	410	Berkeley Police Department	N/A	80 Roving DUI Patrols 4 DUI Checkpoints	5 Educational Presentations with Fraternities and Sororities (UC Berkeley) 5 Warrant Service Patrols Seat Belt Challenge	N/A	\$102,270
AL0412	410	California Highway Patrol	N/A	100 DUI Saturation Patrols	15 Presentations	Public Awareness Campaign	\$18,517

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0415	410	Carson	N/A	6 DUI/DL Checkpoints	N/A	N/A	\$0
AL0422	410	Daly City Police Department	N/A	2 DUI Checkpoints 10 Saturation Patrols Court Sting Operations	N/A	Press Releases and Promotional Materials	\$24,400
AL0428	410	Fairfield Police Department	N/A	4 DUI Checkpoints 8 Warrant service Patrols	Seat Belt Challenge	N/A	\$53,811
AL0431	410	Hawthorne Police Department	N/A	35 DUI Operations Probation Compliance DUI Aerial Support	2 Every 15 Minutes Presentations	Seat Belt Campaign	\$49,595
AL0432	410	Hayward Police Department	N/A	1 DUI Checkpoint 10 Saturation Operations	N/A	Press Releases	\$13,000
AL0438	410	Norwalk	N/A	4 DUI Checkpoints	Reality Check/ Consequences of DUI	Banners Brochures Publications in Newspaper	\$54,248

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0446	410	Redondo Beach Police Department	N/A	1 DUI Checkpoints 3 DUI Patrols Warrant Service Details	2 SAFE Assembly Presentations	Seat Belt Campaign	\$7,447
AL0447	410	Redwood City Police Department	N/A	1 DUI Checkpoint 1 Saturation Patrol	1 Presentation	Press Releases	\$13,940
AL0450	410	San Diego Police Department	N/A	4 DUI Checkpoints 6 Saturation Patrols	N/A	Press Releases Promotional Materials	\$95,736
AL0453	410	San Francisco Police Department	N/A	2 DUI Checkpoints 13 Saturation Patrols	3 Presentations	Press Releases	\$32,416
AL0458	410	Santa Rosa Police Department	N/A	5 Saturation Patrols 2 DUI Checkpoints	25 Traffic Safety School Presentations 1 High School Seat Belt Challenge	N/A	\$86,590
AL0465	410	Tracy Police Department	N/A	1 DUI Checkpoints 1 Saturation Patrols	N/A	Promotional Materials Press Releases	\$4,724

Task 2				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0470	410	West Sacramento Police Department	N/A	3 DUI Checkpoints	12 Presentations	PSA Press Releases	\$281,429



### ***TASK 3 - PREVENTION/INTERVENTION TRAINING AND PUBLIC INFORMATION***

This task provides for the continued focus on traffic safety training for public agency personnel, private businesses, and public education/awareness programs.

#### **157/164AL**

##### **AL0381 - UNIVERSITY OF CALIFORNIA, BERKELEY LATINO TRAFFIC SAFETY PROJECT**

In order to reduce traffic injuries and fatalities and to raise awareness of traffic safety in the Latino community in California, the Latino Traffic Safety Project will aim to gather quantitative and qualitative data from and about the Latino community. Community forums will be held in order to gather qualitative and culturally appropriate data directly from the Latino community. Data gathered will be discussed at a statewide working group of stakeholders in California. The working group will review relevant research and programs in order to develop a set of best practices for traffic safety interventions that would take social, cultural, and socioeconomic differences into account. Finally, the results of the data gathering, the forums and statewide meetings will be summarized into a set of recommendations and final report to be distributed to policy makers, planners and traffic safety professionals statewide. (\$32,554 for local benefit)

#### **163**

##### **AL0472 - UNIVERSITY OF CALIFORNIA, BERKELEY TRAFFIC SAFETY CENTER/LATINO OUTREACH PROJECT**

The Traffic Safety Center/Latino Outreach Project intends to reduce traffic fatalities and injuries by the means of expanding capacity and knowledge of key traffic safety components: I) students and researchers in engineering, planning, public health, and other pertinent fields, II) state and local agencies conducting efforts, III) the public, through education, technical assistance, outreach, and applied research. In addition, the Traffic Safety Center will contract with a Latino policy and research organization to conduct focus groups to validate the recommendations from AL0381; conduct a comprehensive outreach effort through a series of open houses and the media to raise awareness; provide educational materials; and explore ways of applying this model to other communities of color. (\$374,640)

#### **164AL**

##### **AL0392 - CALIFORNIA HIGHWAY PATROL DRIVING UNDER THE INFLUENCE CORRIDOR PROJECT**

The Driving Under the Influence Corridor Project focuses on reducing fatal and injury traffic collisions attributed to driving under the influence. The goal is to reduce DUI-related fatal and injury collisions within CHP jurisdiction on roadways with a high incidence of DUI-related collisions. Project activities, implemented from April 2003 through December 2005, include both a public awareness campaign and enhanced enforcement directed at reducing a percent (to be quantified upon site selection) of DUI-related fatal and injury collisions on four corridors to be selected during the project's preparation. A local task force will convene for each corridor to coordinate and implement an aggressive approach to anti-DUI enforcement activities (e.g., DUI-task force operations, roving DUI patrol, and DUI checkpoints). The task force will also implement an anti-DUI public education and awareness campaign. Positive and/or negative results of the combined law

enforcement/public awareness campaign will be published in a Final Report for each phase of the project. An Anti-DUI Action Plan addressing the DUI issues for each corridor will also be included in the Final Report. (\$156,122.87 for local benefit)

**AL0393 - CALIFORNIA HIGHWAY PATROL**

**STANDARDIZED FIELD SOBRIETY TESTING (SFST) INSTRUCTOR PROGRAM**

The Standardized Field Sobriety Testing (SFST) Instructor Program aims to keep California highways free of alcohol and drug-impaired drivers by providing current NHTSA-approved SFST instructor training and materials to local law enforcement agencies, CHP offices, and Drug Recognition Expert (DRE) instructors throughout the state. Agencies receiving instructor training will commit to training their traffic officers in the use of SFST and report this back to OTS through the CHP. Officers trained in the use of SFST will be better equipped to recognize and remove impaired drivers from the roads. (\$8,859)

**AL0394 - CALIFORNIA HIGHWAY PATROL**

**DON'T GET BEHIND THE WHEEL - DESIGNATE A SOBER DRIVER PROJECT**

The Don't Get Behind the Wheel - Designate a Sober Driver Project will attempt to reduce the number of driving-under-the-influence (DUI) drivers at fault in fatal traffic collisions by revitalizing the CHP's Designated Driver Program is continued into fiscal year 2005. The Designated Driver Program logo will be updated and a new print and promotional materials will be developed and produced. Additionally, a Designated Driver Program management and training video will be produced, duplicated, and distributed. CHP Public Affairs Officers will promote the Designated Driver program by enlisting the participation of partner organizations that serve alcohol. (\$98,185.77)

**AL0510 - CALIFORNIA HIGHWAY PATROL**

**DRUG RECOGNITION EVALUATOR (DRE) FIELD APPLICATION, II PROGRAM**

The Drug Recognition Evaluator (DRE) Field Application, II will conduct a DRE field application and allied agency training project. The DRE program is aimed at keeping California highways free of drug-impaired drivers. This field application project intends to increase statewide participation in the DRE program and to encourage the use of the DRE program in enforcement operations. Project resources will be used to train allied agency and CHP personnel. (\$124,607)

**AL0577 - SAN RAFAEL POLICE DEPARTMENT**

**COMPREHENSIVE AVOID PROGRAM OUTREACH COORDINATION PLAN PROJECT**

The Comprehensive AVOID Program Outreach Coordination Plan project seeks to develop a webpage and warehouse that will allow all agencies to utilize existing AVOID materials. Items such as brochures, posters, checkpoint flyers, radio and television PSA's will be available to new and or existing AVOID programs. These materials will also be available to other grantees throughout the state. These materials will be cataloged and made available through an interactive website. The website will also be created under this project. In addition to the materials catalog, the website will also gather and post AVOID event information, AVOID media releases and media coverage of events. AVOID data will also be gathered and displayed on the created site. The project will also organize and develop AVOID seminars in various locations throughout the state. (\$58,300.)

**AL0590 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL**

**TRACE (TARGET RESPONSIBILITY FOR ALCOHOL-CONNECTED EMERGENCIES)**

TRACE is a protocol wherein first responders to alcohol-involved emergencies immediately notify the Department of Alcoholic Beverage Control (ABC) when it is apparent that an ABC licensed premise may have sold or furnished alcohol to the underage person(s) involved. This project will create a training kit, including a short video, for local law enforcement and ABC on the TRACE

protocol. The project funds overtime for ABC investigators to conduct TRACE investigations, and purchase equipment and information materials. Partnerships with youth organizations such as Youth Leadership Institute and Friday Night Live will be established to further project goals and disseminate information about TRACE to communities, including ABC licensees. (\$472,869)

**402**

**AL0410 - CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**NATIVE AMERICAN RESERVATION PUBLIC INFORMATION AND EDUCATION CAMPAIGN**

The Native American Reservation Public Information and Education Campaign project provides funding for personnel, travel expenses, and mini-grants to community-based organizations. The main goal of the project is to educate residents of Native American Reservations on traffic safety. Project activities include awarding mini-grants for traffic safety educational projects and conducting a public information campaign. (\$75,000)

**410**

**AL0411 - CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**DUI TRAFFIC SAFETY EDUCATION AT REST STOPS**

The DUI Traffic Safety Education at Rest Stops project provides funding for personnel, travel expenses, and contractual services. The main goal of the project is to develop a theme and build a public education campaign educating drivers regarding the dangers of driving under the influence. Activities include implementing the campaign at all rest stops along state highways. (\$68,350)

**AL0424 - DEPARTMENT OF ALCOHOL AND DRUG PROGRAMS**

**PREVENTION OF IMPAIRED DRIVING AMONG ASIAN AMERICAN AND PACIFIC ISLANDERS IN CALIFORNIA**

The Prevention of Impaired Driving Among Asian American and Pacific Islanders in California project provides funds for personnel, travel, contractual services, and printed materials. The project will reduce impaired driving through a pilot project that develops and implements a social marketing and community mobilizing campaign targeting Asian American and Pacific Islanders within two California communities. (\$125,722 for local benefit)

***TASK 4 - COLLEGE AND YOUNGER AGE YOUTH PROGRAMS***

This task provides for alcohol education and awareness programs, which focus on ages from middle school through college. DUI prevention programs for high schools and university campuses will also expand elements from previous successful programs. The expanded programs will include components addressing use of seat belts, bicycle and pedestrian safety elements.

**AL0228 - SUPERIOR COURT OF CALIFORNIA, SACRAMENTO COUNTY****SACRAMENTO COUNTY YOUTHFUL VISITATION/STUDENTS OFFERING SOLUTIONS PROGRAM**

The Sacramento County Youthful Visitation/Students Offering Solutions Program provides funds in contractual services for personnel, travel, equipment, and program operational and education materials. Project activities include coordinating visitations with trauma centers and the Coroner's Office Victim Impact Panel for DUI offenders, and publishing an evaluation of the visitation program. Other activities include a public information campaign targeting youth through a create-a-PSA contest, which is a collaborative effort between the grantee, MADD, and a local television station. The project goals are to reduce recidivism, increase awareness among young people of the consequences of drinking alcohol and using drugs and the effect it has on their ability to drive safely. (\$139,950 for local benefit)

**157/164AL****AL0374 - SANTA ANA POLICE DEPARTMENT****MOBILE DUI EDUCATION AND DRIVING SIMULATION CLASSROOM**

The city of Santa Ana will deploy a Mobile DUI Education and Driving Simulation Classroom constructed from a custom designed 5<sup>th</sup> wheel trailer pulled by a one-ton pick-up truck. The trailer will be taken to Santa Ana high schools, colleges, and other venues with the goal of providing the educational program to students aged 15-22. The Mobile Classroom will showcase an externally projected wide-screen presentation of a professionally produced theatrical video, and feature contemporary music and content most likely to appeal to younger drivers. The objective of this project to draw a correlation between the decision to drive while intoxicated and the unanticipated outcomes, which maybe arrest, or collision resulting in injury and death. Students will complete an attitude survey prior to watching the video, and another following the entire presentation. Following the movie, students enter the Mobile Classroom where they will drive personal computer-based driving simulators with modified software capable of emulating the physical effects for varying levels of intoxication. (\$17,280)

**AL0407 - BUTTE COUNTY DEPARTMENT OF BEHAVIORAL HEALTH****PROJECT DOWNSHIFT PROGRAM**

The Project Downshift program provides funding for personnel, contractual services, promotional items, and computer equipment. This project forms a community team that includes parents, students, teachers, and traffic safety advocates addressing underage drinking and driving. Project activities include traffic safety presentations to high school students, development and distribution of a "16th Birthday" Safe Driving Kit, and a media campaign targeting 16-year-old drivers. (\$87,250)

**AL0434 - LOS ANGELES COUNTY****WHEEL SMARTS PROGRAM**

The Wheel Smarts Program provides funds for personnel and contractual services. This program implements the "Wheel Smart" project in 30 middle and high schools with high-risk teens in Los Angeles to improve DUI awareness among teens in Los Angeles County. The Wheel Smart project employs the development and presentation of a play with teens acting, directing, and producing the show with the assistance of professional actors as mentors and teachers. (\$202,223)

**AL0449 - SAN DIEGO POLICE DEPARTMENT****DUI P.A.C.E. (PREVENTION THROUGH AWARENESS AND COOPERATIVE EDUCATION) CAR PROJECT**

The DUI P.A.C.E. Car project provides funding for personnel, travel expenses, educational/promotional materials, and contractual services. The overall goal of the project is to decrease the number of persons between the ages of 16-30 injured and killed in alcohol-involved collisions in San Diego County. Activities include educational presentations to students, conducting high school seat belt challenges, and organizing student journalism or theater productions addressing DUI and other traffic safety issues. (\$122,079)

**AL0455 - SANTA CLARA COUNTY PUBLIC HEALTH DEPARTMENT****COMPREHENSIVE DUI CRASH PREVENTION PROJECT**

The Comprehensive DUI Crash Prevention project provides funding for personnel, travel expenses, and educational/promotional materials. The overall goal of the project is to decrease the number of persons injured and killed in alcohol-involved collisions. Activities include convening and conducting actual DUI trials on high school campuses in Santa Clara County, promoting proper seatbelt use, and producing a public information campaign. (\$119,339)

**AL0501 - ALAMEDA COUNTY PUBLIC HEALTH DEPARTMENT****YOUTH ALCOHOL PREVENTION THROUGH ENVIRONMENTAL CHANGE PROGRAM**

The Youth Alcohol Prevention Through Environmental Change program integrates youth development and community prevention strategies to reduce "has been drinking" drivers under 21 through prevention of underage drinking and driving under the influence (DUI) using a population-based prevention strategy. Eight youth will be hired to conduct a local youth alcohol survey in Oakland, report the results of the survey to the media, legislators, professionals and community, develop strategies and educational materials to reduce underage drinking and educate youth and adults using these materials. The youth will be trained in responsible beverage service and work with Alcoholic Beverage Control to develop materials for distribution to liquor licensees on underage drinking. A review of underage drinking legislation and policies will be completed to determine the need for policy reform and as appropriate educate key individuals to support and/or make needed reforms. (\$65,034)

**AL0509 - CALABASAS****TEEN TRAFFIC OFFENDER PROGRAM**

The city of Calabasas will conduct a traffic safety project to further implement the Calabasas Teen Traffic Offender (STTOP) program and add to its success for years to come. This project will expand the STTOP program through a hands-on, visual, results oriented campaign. This educational/enforcement approach is designed for high school students in the area coupled with overtime for the Los Angeles County Sheriff for selective enforcement. (\$40,000)

**AL0545 - IMPERIAL COUNTY****PROJECT STOPS (STUDENTS TAKING OPPORTUNITIES TO PROMOTE SAFETY)**

This comprehensive program Project STOPS (Students Taking Opportunities to Promote Safety) will work to reduce student drinking and driving and increase seatbelt compliance using two strategies: youth development and education. The project will establish and support Friday Night Live, Club Live, and Kids Live Clubs in seven districts; conduct "Every 15 Minutes" Seatbelt Challenge and Reality Check programs; conduct student seminars, a DUI/drug poster contests; and produce student developed public service announcements. (\$140,294)

**AL0575 - SAN LUIS OBISPO COUNTY****COMPREHENSIVE DUI PROGRAM**

San Luis Obispo County Public Health Department through an innovative, multi-faceted traffic safety approach, will increase the awareness of impaired driving and the necessity of appropriate restraint use through the Comprehensive DUI Program. Through a collaborative effort of a number of agencies and community-based organizations, an educational campaign with media components will target teenagers, college-aged students, and farm workers. Activities include high school seat belt challenges, DUI education at high schools and farming communities, and proper car seat/restraint use for parenting teens and young families. (\$160,000)

**164AL****AL0122 - CALIFORNIA HIGHWAY PATROL****TEEN CHOICES PROGRAM**

The Teen Choices program provides funds for personnel (uniformed and civilian), travel, contractual services, mini grants, LCD projectors, promotional and printed materials, computers, digital cameras, and a scanner. Project activities will include the promotion and presentation of the "Every 15 Minutes" and "Sober Graduation" programs for private and public schools, and community based organizations throughout the state. The goal of the program is to reduce collisions involving teenagers who had been drinking. (\$120,735.08)

**AL0308 - CALIFORNIA STATE UNIVERSITY, FRESNO****CSU SOBER DRIVER INITIATIVE PROJECT**

The CSU Sober Driver Initiative project provides funds for personnel, peer educators, training, contractual services, evaluation, printed materials, and office supplies. Social norms and peer education strategies will be applied on selected CSU campuses to reduce the incidence of alcohol abuse and alcohol impaired driving. Collaborating with alcohol enforcement programs and with "feeder" high schools will strengthen campus-community linkages and enhance the on-campus efforts to address these problems. (\$40,948 for local benefit)

**AL0313 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL****CSU PARTNERSHIP PROJECT**

The CSU Partnership project provides funds for personnel, travel, and contractual services. The project will develop a partnership with the California State University to implement a community approach to reducing underage drinking in eight college communities. Project activities will include LEAD training to alcohol outlets, on campus peer education programs, followed by targeted enforcement of sales to minors, and alcohol decoy operations. The goals are to reduce alcohol sales to minors, build campus-community coalitions, and increase enforcement of underage drinking laws and policies. (\$0)

**AL0358 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL****GRANT ASSISTANCE PROGRAM (GAP) EXPANSION PROJECT**

The Grant Assistance Program (GAP) Expansion project will increase enforcement of underage drinking laws and policies and reduce access to alcohol by under age youth. Mini-grants are provided to local law enforcement agencies that identify alcohol related problems. ABC personnel will work with the agencies to implement proven enforcement strategies. (\$46,500 for local benefit)

**AL0390 - UNIVERSITY OF CALIFORNIA****UNIVERSITY OF CALIFORNIA TRAFFIC SAFETY INITIATIVE PROJECT**

The University of California Traffic Safety Initiative project provides funds for personnel, peer educators, training, contractual services, evaluation, printed materials, and office supplies. Social norms and peer education strategies will be applied on selected CSU campuses to reduce the incidence of alcohol abuse and alcohol impaired driving. Collaborating with alcohol enforcement programs and with “feeder “ high schools will strengthen campus-community linkages and enhance the on-campus efforts to address these problems. (\$109,908 for local benefit)

**AL0391 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL****UC PARTNERSHIP PROJECT**

The UC Partnership project provides funds for personnel, travel, and contractual services. The project will develop a partnership with the University of California to implement a community approach to reducing underage drinking in college communities. Project activities will include LEAD training to alcohol outlets, on campus peer education programs, followed by targeted enforcement of sales to minors, and alcohol decoy operations. The goals are to reduce alcohol sales to minors, build campus-community coalitions, and increase enforcement of underage drinking laws and policies. (\$93,056 for local benefit)

**AL0420 - CONTRA COSTA HEALTH SERVICES****TEEN TRAFFIC EDUCATION AND ENFORCEMENT PROJECT**

The Teen Traffic Education and Enforcement project funds provide personnel, travel, printing, incentives, educational materials and office supplies for anti-DUI teen education and DUI enforcement. This project reduces key risk factors for DUI collisions causing injury and death to Richmond 16-21 year olds. The project utilizes both DUI enforcement and educational strategies and will be conducted by the Contra Costa Health Services and the Richmond Police Department. (\$80,949)

**AL0451 - SAN DIEGO STATE UNIVERSITY****PAY THE PRICE PROJECT**

The Pay the Price project provides funding for contractual services. Project activities include creating and distributing a “Pay the Price” video and facilitation guide/community action kit, training and involving youth as leaders and spokespersons in prevention efforts aimed at reducing underage drinking and underage drinking and driving, and creating and implementing youth-developed counter-marketing DUI campaigns. (\$184,696)

**AL0474 – JUDICIAL COUNCIL OF CALIFORNIA, ADMINISTRATIVE OFFICE OF THE COURTS****YOUNG ADULT COLLABORATIVE JUSTICE DUI DRUG COURT PROJECT**

A Young Adult Collaborative Justice DUI Drug Court Project for young adults 18-24 years of age will be developed, suitable for implementation and replication by local California courts. The program will identify models for court intervention with at-risk youth for multiple DUI offenders, and methods for identifying at-risk youth through the participation and planning of experts from judiciary, juvenile justice, substance abuse treatment, and law enforcement. Mini-grants will be awarded to local courts for planning, implementation, and evaluation of juvenile DUI drug courts, and peer/youth DUI and traffic safety programs. The program will educate at-risk juveniles about the dangers of drinking, driving, DUI, and traffic safety concerns through participation in juvenile DUI drug court and peer youth court programs. In addition, education will be provided to bench officers, court personnel, and the public about multiple DUI and juvenile DUI drug court models through one-day DUI drug court training seminars, a DUI drug court bench guide, and a companion training video/broadcast. (\$360, 978)

**AL0477 - CALIFORNIA HIGHWAY PATROL****COLLEGE DUI CORRIDOR PROJECT**

California Highway Patrols College DUI Corridor Project will work with university/college staff and allied agencies to develop an impaired driving prevention program at two selected campuses. The campus sites will be chosen based on DUI collision statistics for CHP enforced roadways surrounding the college campuses. This program will include enforcement activities on the roadways near the campuses and extensive public education and awareness campaigns centered around student activities both on- and off-campus. Campus officials, students, and local community members will be invited to participate in local task forces to develop recommendations on how best to curb dangerous behaviors in their communities. (\$340,000 for local benefit)

**AL0479 - CALIFORNIA HIGHWAY PATROL****SCHOOL-BASED ANTI-DUI MEDIA CAMPAIGN**

The School-Based Anti-DUI Media Campaign provides funds for personnel overtime, pre-campaign research, paid media, and education/promotional materials. Project activities throughout California include traffic safety presentations in schools and a non-traditional media campaign that focuses on students in grades six through ten, using school newspapers, teen magazines, and closed-circuit school television channels. The project goal is to increase these students' awareness of the dangers of driving while impaired by alcohol or drugs before they become eligible to be licensed drivers. (\$595,260)

**AL0483 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL****STATEWIDE ABC DECOY TASK FORCE PROJECT**

The Statewide ABC Decoy Task Force project conducts Minor Decoy operations, targeting those jurisdictions that have a greater than average number of complaints against commercial outlets that sell alcohol to minors. Statewide, the current number of complaints on hand for violations involving minors is 618. Underage, unpaid decoy volunteers are recruited from a number of sources, including community groups, churches, family members and friends of officers and their families. Minor Decoy operations allow ABC to quickly respond to public complaints, reduce alcohol availability to minors, and increase perception of risk among licensees who are inclined to sell to minors. (\$849,616)

**AL0534 - CALIFORNIA STATE UNIVERSITY, FRESNO****CSU ALCOHOL AND TRAFFIC SAFETY PROJECT**

California State University (CSU) campuses across the state have been working to meet the objectives outlined in the CSU Alcohol Policy, which was implemented by Chancellor Reed and the CSU Board of Trustees in 2001. Campuses are implementing strategies to reduce alcohol abuse, alcohol-related incidents, crashes, and fatalities; however, more needs to be done. The CSU Alcohol and Traffic Safety Project is intended to focus objectives contained within the policy, increase efforts in the area of traffic safety, enforcement partnerships, increase training efforts for beverage servers, and provide information and training to further environmental management strategies. Using lessons learned from the CSU Sober Driver Initiative, CSU Alcohol and Traffic Safety will expand - via mini-grants - initiatives created by campus Alcohol Advisory Councils that focus on areas of need related to DUI prevention. The project will also provide CSU campuses with on-going training, year-round consultation, and relevant information on alcohol and traffic safety. Utilizing primarily an environmental management approach, the project will unify CSU efforts statewide and provide a model for other universities across the state and the nation. (\$375,000)



**AL0414 - CALIFORNIA STATE UNIVERSITY, SAN BERNARDINO  
EVALUATION OF YOUTH PREVENTION EDUCATION PROGRAMS**

The Evaluation of Youth Prevention Education Programs project provides funds for personnel, travel, educational materials and supplies. This program employs a professor and graduate students to research through surveys and other mechanisms that allow them to evaluate the effectiveness of OTS funded youth outreach programs. The project will present its findings to OTS and other audiences that have direct involvement with teenage populations at schools and colleges. (\$40,000)

**AL0427 - EMERGENCY MEDICAL SERVICES AUTHORITY  
FIRST THERE, FIRST CARE AND DUI EDUCATION PROGRAM**

The current First There, First Care and DUI Education Program implements a program in rural California high schools training young drivers (juniors/seniors) to provide life-saving bystander care (basic first aid/airway management) at the scene of motor vehicle crashes. DUI education is included to heighten their awareness of the consequences of driving under the influence of alcohol or drugs and not using seatbelts. (\$110,262)

**AL0457 - SANTA MONICA  
PROBLEM SOLVING SAFETY TEAM - PSST AND WESTSIDE LAW ENFORCEMENT AGAINST DRUNK  
DRIVING - WE LEADD PROJECT**

The Problem Solving Safety Team – PSST and Westside Law Enforcement Against Drunk Driving - We LEADD project provides funds for personnel, trailer for educational purposes, driving simulators, sound system/media package, educational/promotional materials, PAS devices and supplies, training and printing. Through the implementation of a dual function traffic enforcement and traffic safety education program as part of a regional collaboration, the cities of Beverly Hills, Culver City, West Hollywood and Santa Monica have established the Westside Law Enforcement Against Drunk Driving (WE LEADD) Program with a mobile education program to be conducted at schools and community event throughout the Westside Cities. The latest video interactive technology supplemented with visual impairment and physical reaction deprivation equipment is used. At the local level, the Santa Monica Police Department is increasing its enforcement efforts by providing additional directed enforcement/education in the areas of pedestrian safety, seatbelt violations and helmet usage. Also, the Santa Monica Police Department is conducting training to Westside law enforcement agencies on the use of standard field sobriety tests. (\$123,868)

**AL0463 - SAN JOAQUIN COUNTY SUPERIOR COURT  
COURTROOM TO SCHOOLROOM PROJECT**

The Courtroom to Schoolroom project provides funds for personnel, travel, media, educational materials and supplies. This program dramatically presents the consequences of poor choices by conducting real DUI court sentencing at school. The court proceedings are followed up with an interactive discussion between the judge and students. The project plans to conduct six DUI court-sentencing sessions and a countywide public awareness campaign. (\$76,462)

## **TASK 5 - JUDICIAL SUPPORT**

This task provides for statewide training for prosecutors of DUI cases; statewide training of "courtroom presentation of evidence and blood alcohol driving impairment" for forensic laboratory and law enforcement court witnesses; and local training on DUI laws and sentencing alternatives for judicial officers.

### **157/164AL**

#### **AL0549 - LOS ANGELES SUPERIOR COURT**

##### **LOS ANGELES COUNTY JUDICIAL DUI CONFERENCE PROJECT**

The Los Angeles County Judicial DUI Conference project will host a weekend educational DUI conference to approximately 125 Los Angeles Superior Court judicial officers to provide basic information and specialized training on alcoholism as it affects DUI offenses. Sessions will address the latest legal provisions and developments in the DUI laws, as well as, information on local alternatives in DUI sentencing and the effectiveness of various legal sanctions currently available. (\$104,000)

#### **AL0596 - JUDICIAL COUNCIL OF CALIFORNIA**

##### **2005 ADJUDICATION WORKSHOP FOR TRAFFIC SAFETY PROJECT**

The 2005 Adjudication Workshop for Traffic Safety Project will provide a three-day traffic/DUI adjudication workshop for fiscal year 2005. The purpose of the workshop is to promote traffic safety through a variety of methods. Members of the California judiciary will participate in seminar and classroom discussions. In addition, the workshop will provide hands-on use and observation of law enforcement technologies and procedures. The workshop will also provide opportunities for information and idea sharing between California traffic judges, commissioners and juvenile hearing officers. The project will also fund the planning committee to establish the goals and the development of the workshop agenda and faculty. Complete surveys will be collected to provide feedback on the 2005 workshop and to aid in the development of future adjudication workshops. (\$99,974)

### **164AL**

#### **AL0583 - TULARE COUNTY DISTRICT ATTORNEY'S OFFICE**

##### **DRIVING IMPAIRED PROSECUTION PROGRAM (DIPP's)**

The Tulare County District Attorney's Office will establish the Driving Impaired Prosecution Program (DIPP's) that will work with the eight incorporated police departments in the county, the Tulare County Sheriff's Office and the CHP to reduce the number of DUI's resulting in death and/or serious injury by dedicating a specialized District Attorney Investigator and Prosecutor to investigate and vertically prosecute all DUI cases involving a fatality or serious injury. (\$175,491)

### **410**

#### **AL0454 - SAN JOAQUIN COUNTY OFFICE OF THE DISTRICT ATTORNEY**

##### **STATEWIDE DUI PROSECUTOR TRAINING AND EDUCATION PROJECT**

The Statewide DUI Prosecutor Training and Education Project provides funds for personnel and a consultant. This project provides educational seminars and continued development of an Internet accessible brief bank. The goal of the project is to provide district attorneys statewide with access to the latest training, information, sample pleadings, motions and briefs to assist them in the prosecution of DUI offenders. (\$105,208)

## ***TASK 6 - MANAGEMENT INFORMATION SYSTEMS/EVALUATIONS***

This task provides for the expansion, redesign, and enhancement of DUI Management Information Systems to have faster response times. It also provides for comprehensive traffic safety evaluations of traffic crashes in California, along with a comprehensive analysis of certain DUI sanctions and their effectiveness.

**157**

### **AL0523 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES**

#### **TRAFFIC VIOLATOR SCHOOL RISK STUDY AND AUTOMATED TRACKING REPORT PROJECT**

The Traffic Violator School Risk Study and Automated Tracking Report project will evaluate the current traffic safety impact of the traffic violator school (TVS) citation dismissal policy and will estimate the volume of alcohol related traffic offenses that are inappropriately dismissed via the TVS option. It will also develop and produce an automated tracking report. (\$213,736)

**157/164AL**

### **AL0541 - HEMET POLICE DEPARTMENT**

#### **OPERATION R.I.D. - REDUCING IMPAIRED DRIVING PROGRAM**

The Operation R.I.D. - Reducing Impaired Driving program will address the traffic impact of the tremendous growth in population and traffic due to construction of housing subdivisions, businesses, and schools. Hemet Police Department will hire one full-time police officer and one full-time community services officer to address DUI through use of a contributed marked DUI vehicle and the funded officer, and the CSO for handling the booking and processing of DUI suspects, and investigating traffic collisions. The CSO will conduct high school outreach, and overtime will fund officers conducting warrant servicing and courthouse sting operations. Hemet PD participates in the Avoid the 30 DUI task force. (\$200,000)

### **AL0542 - HERMOSA BEACH POLICE DEPARTMENT**

#### **SOUTH BAY COMPREHENSIVE DUI ARREST, CITATION, AND COLLISION REPORTING, ANALYSIS AND TRACKING PROGRAM**

The South Bay Comprehensive DUI Arrest, Citation, and Collision Reporting, Analysis and Tracking Program will develop a ten agency comprehensive DUI arrest, citation, collision-reporting, and traffic management system. The project funds software development for the hand-held device systems, traffic management database capabilities, and 100 hand-held devices with accessories. The goals of this project are to decrease the time to issue citations and process DUI arrests. It will also have the capabilities to compare citation data within the participating agencies to investigate additional crimes. The hand-held systems will be used to reduce and in some cases eliminate redundancies and reporting writing errors while significantly decreasing the time and resources needed to write, edit, store and manage citation, collision and DUI records. The end result will be an increase in the productivity of Department's traffic enforcement personnel and an overall improvement in the Department's efficiency. In addition, the project will enable the secure and confidential exchange of electronic citation data between the police departments and the courts. (\$683,800)

157/410

**AL0464 - TORRANCE POLICE DEPARTMENT**

**COMPREHENSIVE DUI ARREST, CITATION, AND COLLISION REPORTING, ANALYSIS AND TRACKING PROGRAM**

The Torrance Police Department will implement a Comprehensive DUI Arrest, Citation, and Collision Reporting, Analysis and Tracking program to improve the efficiency of completing citations, DUI arrest reports, and traffic collision reports, as well as producing management reports to monitor collisions and citations throughout the city. By automating these processes, we plan to achieve significant time saving and reduce the amount of time officers are away from enforcement activities. The goals of this program are to replace current automated citation devices with PDA-based hand-held computers; purchase and install a traffic management software program within the Police Department for tracking collisions and citations; reduce the time involved in traffic collision data transfers between the Police Department and the Traffic Planners and Engineers within the City's Planning and Engineering Departments. (\$0)

164AL

**ALCOHOL ASSESSMENT**

This evaluation provides the Office of Traffic Safety the opportunity for an outside review of California's impaired driving program. The National Highway Traffic Safety Administration provides a nationally recognized team of experts to evaluate current status and provide recommendations for improvements/enhancements on programs related to impaired driving. (\$30,000)

**AL0357 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES**

**EVALUATION OF THE EFFECTIVENESS OF CALIFORNIA'S IGNITION INTERLOCK PROGRAM**

The Evaluation of the Effectiveness of California's Ignition Interlock Program project provides funds for personnel, travel, a laptop computer, and required software. Project activities include evaluating procedures, data records, and flow of information between the courts and DMV concerning ignition interlock laws. The project goal is to provide a comprehensive analysis to determine whether or not ignition interlock sanctions are more effective than other DUI sanctions in reducing recidivism and DUI collisions. (\$100,955)

**AL0524 - DEPARTMENT OF MOTOR VEHICLES**

**AN EXAMINATION VEHICLE ACCESS AND FAILURE TO REINSTATE DRIVER LICENSES AMONG DRIVERS WITH SUSPENDED/REVOKED LICENSES FOR DUI PROJECT**

The An Examination Vehicle Access and Failure to Reinstate Driver Licenses Among Drivers with Suspended/Revoked Licenses for DUI project will address a number of countermeasures to better control the driving risk posed by drivers suspended/revoked (S/R) for DUI and other reasons have been developed during the past two decades. One important factor influencing the success of these countermeasures is the degree to which S/R drivers have access to other vehicles (information on this is currently unavailable). This project will develop a sample of S/R drivers using DMVs driver record database, and link these drivers to vehicle registration records maintained by the department. In addition, a mail survey of these drivers will be developed and sent, and the results of the survey will be combined with that of the vehicle registration - driver license databases linkage to produce reliable information on the extent to which DUI and other S/R drivers drive their own vehicles. This project will also evaluate the extent that DUI offenders do not reinstate their driving privilege. This is a problem because non reinstating drivers remain outside the driver control system, and DMV and the courts are hindered in taking corrective action if their driving remains

risky. This project will use rigorous methods to determine the extent of the problem, an use survey methodology to identify the barriers that DUI offenders face in reinstating their driving privilege. (\$112,934)

**402**

**AL0473 - DEPARTMENT OF MOTOR VEHICLES**

**APPLICATION OF BEHAVIOR CHANGE THEORY TO THE DEVELOPMENT OF AN ENHANCED NEGLIGENT-OPERATOR TREATMENT AND EVALUATION SYSTEM**

The Application of Behavior Change Theory to the Development of an Enhanced Negligent-Operator Treatment and Evaluation System will involve the design of new negligent operator treatment intervention letters based on recent developments in knowledge regarding how people change negative behavior. It will provide a solid theoretical foundation for the effectiveness of departmental treatments, which would be assessed via an effectiveness evaluation. This project will fund personnel, travel, contractual services for subject matter experts in the Transtheoretical model of change and specialized statistical methodologies, and training and software. (\$53,240)

***TASK 7 - TESTING EQUIPMENT***

This task provides for testing and evaluation, and the purchase of various items of equipment to assist enforcement agencies in their efforts to apprehend DUI drivers, including Portable Evidential Breath Test devices, and passive and active preliminary alcohol screening devices.

**164AL**

**AL0409 - CALIFORNIA DEPARTMENT OF JUSTICE**

**EVIDENTIAL PORTABLE ALCOHOL SYSTEM (EPAS) EXPANSION AND DIVERSIFICATION PROJECT**

The Evidential Portable Alcohol System (EPAS) Expansion and Diversification project provides funds to purchase portable evidentiary breath testing devices to be distributed to law enforcement agencies that contract with Department of Justice Laboratories. The project goal is to continue to meet the needs of local enforcement agencies conducting DUI operations by providing breath-testing technology that can be used for both screening and evidential testing and by providing web access to evidential test results. (\$545,000 for local benefit)

**AL0566 - SACRAMENTO COUNTY**

**ALCOHOL TESTING EQUIPMENT UPGRADE PROJECT**

Through the Alcohol Testing Equipment Upgrade Project the Sacramento County Laboratory of Forensic Services will revitalize their breath alcohol-testing program by purchasing and installing new testing instruments at 12 police agency test sites by December 2005. Approximately 1,050 police officers will receive training in the use of the new instruments. The project goal is to increase the use and accuracy of the County's breath testing instruments. (\$131,040)

**AL0598 - CALIFORNIA DEPARTMENT OF JUSTICE**

**ANALYTICAL EQUIPMENT PROJECT**

The goal of this project is to purchase two new gas chromatography/mass spectrometry systems (GC/MS) in order to provide toxicology service to law enforcement agencies who submit biological samples involving driving under the influence of alcohol and drug cases. In addition to purchasing the two new instruments, this project will provide operator training to two toxicologists and maintenance training to two instrument support specialists, and implementation of the two new instruments in the regular analysis protocols of the Toxicology Laboratory. (\$223,148)

## ***TASK 8 - MULTIPLE DUI WARRANT SERVICE/SUPERVISORY PROBATION PROGRAMS***

The grants in this task target habitual DUI offenders who are on DUI felony probation and/or have outstanding DUI felony warrants. Funds are available to communities to enforce the orders of the court through supervisory enforcement of DUI felony probationers, DUI warrant service teams, enforcing mandated treatment services, and enforcing the mandatory abstention from the use of alcohol. These programs seek to establish hotlines for local citizens to report probation violators. An important key to success is an intensive public information campaign in multiple languages. These grants provide a remedy to an ongoing problem; recidivist drunk drivers who continue to endanger themselves and others even after previous arrests and penalties for DUI.

### **164AL**

#### **AL0476 – DEPARTMENT OF MOTOR VEHICLES**

##### **DEVELOPMENT AND IMPLEMENTATION OF A NALTREXONE TREATMENT PILOT PROGRAM FOR DUI OFFENDERS PROJECT**

The Development and Implementation of a Naltrexone Treatment Pilot Program for DUI Offenders project organizes and convenes an interagency task force consisting of representatives of the courts, probation departments, DMV, treatment providers and medical personnel to develop and implement a pilot program in several counties that combines the use of a promising new pharmaceutical treatment for alcohol-dependent persons - the drug naltrexone - with an enhanced psychosocial treatment program. This program will target repeat DUI offenders and other DUI offenders who show evidence of alcohol dependency, and it will contain an experimental research component that will evaluate the effectiveness of naltrexone as a DUI countermeasure (\$35,400)

#### **AL0481 - CALIFORNIA HIGHWAY PATROL**

##### **DUI WARRANT SERVICE PROJECT**

The DUI Warrant Service Project provides funds for personnel overtime. Project activities include developing an operational plan, convening a task force, identifying the counties with the most outstanding DUI warrants, and selecting at least eight counties where a minimum of 192 DUI warrant service operations will be conducted. The project goal is to reduce the number of outstanding misdemeanor and felony DUI warrants in at least eight California counties. (\$130,250.92)

#### **AL0536 - FRESNO POLICE DEPARTMENT**

##### **HELP ELIMINATE ALCOHOL RE-OFFENDER TEAM (HEART) PROGRAM**

Currently there are over 200 DUI offenders in Fresno that have three or more convictions. The Fresno Police Department wants to target these offenders by the Help Eliminate Alcohol Re-offender Team (HEART) program. The project will partner with the District Attorney's office to address these offenders, as well as establishing a DUI reporting tip line and other DUI enforcement and educational programs that will enhance the efforts and establish a safer community. (\$252,299)

**AL0554 – ORANGE COUNTY, SUPERIOR COURT OF CALIFORNIA****DUI COURT**

The DUI Court concept of the DUI court is to increase the level of accountability to high-risk offenders by requiring them to participate in treatment combined with education, judicial scrutiny, testing and formal supervision. It is expected that these offenders will learn to manage their alcohol addiction, become more productive citizens and present a far smaller risk for re-offending. Program goals also include reducing recidivism, reducing alcohol use/abuse and reducing alcohol related traffic collisions in the target jurisdiction. (\$445,638)

**AL0561 - PLUMAS COUNTY****PLUMAS COUNTY DUI INTENSIVE SUPERVISION PROJECT**

The Plumas County DUI Intensive Supervision Project will establish a dedicated caseload of DUI offenders, supervised by a Probation Officer and Case Manager and will enhance mandatory DUI education programs. DUI probationers will have regular contact with the judge of the Superior Court, meetings with a review panel, home visits, and submission to alcohol and drug testing twice a week. (\$91,305)

**AL0564 - RIVERSIDE COUNTY PROBATION DEPARTMENT****WATCH YOUR STEP... DUI PROBATIONER MONITORING USING GLOBAL POSITIONING SYSTEMS**

The Watch Your Step... DUI Probationer Monitoring Using Global Positioning Systems will hire two probation officers to monitor about 60 cases at a time for a total of about 250 over two years, Global Positioning System chips (GPS) in devices worn by probationers interfaced with Geographical Information Systems software (GIS), and Radio Frequency Identification (RFID) technology to monitor the physical whereabouts of chronic alcohol abusers who are on probation. The department will use the information to help determine if each case subject violates terms of probation, and if such technologies contribute to reducing recidivism. The city of Temecula will be the geographical focus of the study. The Probation Officers will conduct liaison with vendors in developing a locking bracelet containing the GPS and RFID chips, and vendors of transceivers for tentative placement in selected ABC licensees' premises. The Probation Officers will select a specialized offender group with each participant fitted with a bracelet. The officers will work with information technology specialists to incorporate GIS into the monitoring plan. The officers will conduct liaison with ABC in Riverside County to interface the GPS, RFID, and GIS with the ABC licensee database for use in monitoring whereabouts of probationers in relation to their terms of probation. The officers will monitor progress of the bracelets' transmissions of GPS coordinates and interface with the GIS, and further monitor the RFID information obtained through the ABC licensee's transceivers. The officer will conduct liaison with the Avoid the 30 DUI interdiction task force and Temecula PD to conduct the HOT SHEET program, and serve warrants on probation violators. (\$284,259)

**410**

**AL0408 - BUTTE COUNTY PROBATION DEPARTMENT****HIDE (HIGH INTENSITY DUI ENFORCEMENT) PROGRAM**

The HIDE (High Intensity DUI Enforcement) Program provides funds for personnel, travel, contractual services, and educational materials. Project activities include strict enforcement of court orders, such as drug and alcohol testing, mandated abstention from drugs and alcohol, and mandated treatment services and an increase in the number of client contacts at home, in the field, and at the probation office. Special enforcement activities will include evening and weekend contact with probationers and occasional sweeps of frequented local bars and taverns. (\$101,290)

**AL0435 - LOS ANGELES POLICE DEPARTMENT****TWO RESOURCES OPERATING AGAINST DRIVING-UNDER-THE-INFLUENCE SUPPLEMENT (ROADS) PROJECT**

The Two Resources Operating Against Driving-Under-the-Influence Supplement (ROADS) project provides training, collision investigation equipment, computer equipment and administrative costs. The Los Angeles Police Department (LAPD) will conduct a comprehensive traffic safety program by establishing a DUI Warrant Team to apprehend DUI offenders with outstanding warrants prior to them having an opportunity of committing future DUI offenses. The Multi-Offender Apprehension Team will seek out multiple DUI conviction offenders who have suspended driver's licenses to ascertain if they are operating a motor vehicle. (\$20,300)

***TASK 9 - MULTI-AGENCY HOLIDAY ENFORCEMENT CAMPAIGNS***

Programs in this task provide increased DUI enforcement and media campaigns during traditional holiday periods; Christmas through New Years, July 4<sup>th</sup> and Labor Day weekends. In addition, problem holidays may differ from city to city. This program provides local agencies the freedom to select high problem holidays and implement increased enforcement and public information. Enforcement efforts are conducted through combined agency efforts to cover all enforcement jurisdictions. These programs provide a highly visible and united message to the community to "Avoid" DUI during these periods. The table below details the programs under this task for fiscal year 2004.



Task 9				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0436	157/ 164AL	San Rafael Police Department	N/A	5 DUI Checkpoints/ Saturation Patrols (AVOID)	Every 15 Minutes Program High School Seat Belt Challenge	Distribution of literature regarding the dangers of Drinking and Driving	\$60,000
AL0555	157/ 164AL	Orange County Sheriff Department (Avoid the 10)	1 Portable Light Tower	10 DUI/DL Checkpoints 10 DUI Roving Patrols DUI Warrant Service	10 Education Days Every Fifteen Minutes High School Seat Belt Challenge	TBD	\$185,645
AL0302	164AL	Azusa Police Department (Avoid the 5)	N/A	10 DUI Checkpoints	Every 15 Minutes Program	Media Releases	\$8,624
AL0318	164AL	Gardena Police Department (Avoid the 13)	N/A	4 DUI Checkpoints 44 Roving Patrols	2 "SAFE" Programs	PR Campaign	\$108,907
AL0329	164AL	Orange County Sheriff Department (Avoid the 10)	N/A	1 DUI Checkpoint 2 Roving Patrols	Every 15 Minutes Program DUI Education Day	TBD	\$39,808
AL0369	164AL	San Diego Police Department (Avoid the 14)	N/A	4 DUI Checkpoints	N/A	Promotional Materials Press Releases Media Campaign	\$10,500

Task 9				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0406	164AL	San Mateo Sheriff (Avoid the 23)	N/A	7 Checkpoints Saturation Patrols	N/A	PR Campaign Poster Campaign	\$90,586
AL0416	164AL	Claremont Police Department (Avoid the 50)	N/A	6 County-Wide Enforcement Operations	6 DUI Expos	Holiday Press events	\$131,210
AL0429	164AL	Hayward Police Department (Avoid the 21)	N/A	10 DUI Checkpoints DUI Task Force Operations	N/A	PR Campaign Poster Campaign	\$108,500
AL0437	164AL	Napa County Sheriff	N/A	DUI Checkpoints DUI Saturation Patrols	N/A	PR Campaign Press Releases	\$60,000
AL0443	164AL	Pismo Beach Police Department (Avoid the 14)	1 DUI Trailer	DUI Checkpoints DUI Saturation Patrols	N/A	Press Releases Public Information Campaign	\$61,250
AL0452	164AL	San Francisco Police Department (Avoid the 2)	N/A	5 DUI Checkpoints DUI Task Force Operations	N/A	PR Campaign Poster Campaign	\$92,456
AL0456	164AL	Santa Clara County Sheriff's Office (Avoid the 13)	N/A	5 DUI Checkpoints DUI Task Force Operations	N/A	PR Campaign Poster Campaign	\$138,800

Task 9				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0459	164AL	Santa Rosa Police Department	N/A	3 DUI Checkpoints/ Saturation Patrols (AVOID)	N/A	Distribution of literature regarding the dangers of Drinking and Driving	\$60,000
AL0462	164AL	Suisun City Police Department	N/A	4 DUI Checkpoints/ Saturation Patrols (AVOID)	N/A	Distribution of literature regarding the dangers of Drinking and Driving	\$54,168
AL0468	164AL	Victorville Police Department	N/A	5 DUI/DL Checkpoints 5 Saturation Patrols 2 DUI Warrant Service Operations	Public Outreach through Fairs and Festivals School and Civic Presentations	Paid Media for bi-lingual Television, Radio, CDs, Billboards COPS WEST Conference Avoidthe25.org website	\$136,059
AL0485	164AL	Rocklin Police Department	N/A	8 Checkpoints 2 Strike Teams	N/A	8 Newspaper 4 Radio 4 Television 1 Media Event	\$47,155
AL0486	164AL	Capitola Police Department (Avoid the 9)	N/A	DUI Checkpoints DUI Saturation Patrols	N/A	Press Releases Public Information Campaign	\$30,000
AL0487	164AL	Salinas Police Department (Avoid the 18)	N/A	DUI Checkpoints	N/A	Press Releases Public Information Campaign	\$30,000

Task 9				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0517	164AL	Victorville Police Department	N/A	12 Helicopter-assisted DUI Operations	Public Outreach through Fairs and Festivals School Presentations	Press Release Media Events Avoidthe25.org website	\$96,000
AL0527	164AL	Elk Grove PD (Avoid the 11)	N/A	4 DUI Checkpoints 2 Strike Team Operations	Real DUI School Trial	PR Campaign Promotional Materials Press Releases	\$150,000
AL0559	164AL	Perris Police Department	N/A	12 Helicopter Assisted DUI Operations	Public Outreach through Fairs and Festivals School Presentations Civic Presentations	Paid Media Television & Billboard Campaign Press Releases Media Events Avoidthe30.org website	\$100,000
AL0417	410	Clovis Police Department (Avoid the 16)	1 DUI Trailer	6 DUI Checkpoints	N/A	Public Information Campaign PSA	\$99,945
AL0419	410	Contra Costa County Sheriff Department (Avoid the 25)	N/A	12 Checkpoints Saturation Patrols	N/A	PR Campaign Poster Campaign	\$112,022
AL0441	410	Perris Police Department (Avoid the 30)	1 Portable Modular Exhibit	16 Saturation Patrols 10 DUI Checkpoints 2 DUI Warrant Servicing Operations	90 Presentations	Paid Media for Bilingual Television, Billboards, COPS WEST Conference	\$200,000

Task 9				FFY 2005 Program Components			
Project No.	Fund	Agency	FFY 2005 Equipment Purchases	Enforcement Activity	Educational Presentations	Public Information	FFY 2005 Federal Share
AL0460	410	Selma Police Department (Avoid the 6)	1 DUI Trailer	11 DUI Checkpoints	N/A	Press Releases	\$35,500
AL0461	410	Stanislaus Sheriff Department (Avoid the 12)	N/A	10 DUI Checkpoints 4 Task Force Operations	N/A	Public Information Campaign	\$83,500

## **TASK 10 - DUI ENFORCEMENT CAMPAIGN**

### **164AL**

The Office of Traffic Safety will fund approximately 5 million dollars to local and statewide projects for overtime cost to conduct sobriety checkpoints during a fifteen-month period. That time period encompasses three “*You Drink & Drive. You Lose*” mobilization periods:

- ◆ The Holiday period in December 2004/January 2005
- ◆ The Labor Day period in August 2005/September 2005
- ◆ The Holiday period in December 2005/ January 2006

The California’s Sobriety Checkpoint Campaign (CSCC) “*You Drink & Drive. You Lose*” goal is designed to reduce the number of people killed in alcohol-involved crashes in 2005 through the combined effort of the local law enforcement and the Office of Traffic Safety (OTS). The CSCC strategy has proven that California’s Sobriety Checkpoints are an effective way to maximize the deterrent effect and increase the perception of apprehension of motorists who would operate a vehicle while impaired by alcohol. Studies conducted in California and other states point to the fact that cities conducting sobriety checkpoints report substantial reduction in alcohol-involved crashes. Additionally, organizations such as Mothers Against Drunk Driving, the National Highway Traffic Safety Administration and the National Transportation Safety Board call sobriety checkpoints one of the most important DUI countermeasures available to law enforcement agencies.

A solicitation has been sent to local agencies across the state to apply for the CSCC program. In addition, the CHP will support the CSCC through statewide enforcement and public information. (\$5,000,000)

## **TASK 11 – IMPAIRED DRIVING PROGRAMS**

### **163ID**

#### **AL0489 – CALIFORNIA HIGHWAY PATROL**

##### **DUI ROVING ENFORCEMENT PROGRAM**

The DUI Roving Enforcement Program project will focus on reducing fatal and injury traffic collisions attributed to driving under the influence (DUI) within CHP jurisdiction. This project provides for increased DUI enforcement with saturation patrols targeting 65 % of the statewide population. (\$400,000)

## **TASK 12 – SCREENING, BRIEF INTERVENTION AND TRAINING**

Impaired driving is often a symptom of a larger problem of alcohol misuse. There is compelling evidence in scientific and medical literature that screening and brief interventions are effective in changing drinking and impaired driving patterns among problem drinkers. OTS will work with physicians and other health care providers to increase routine screening of patients for alcohol abuse problems, and facilitate brief counseling and referral of patients for treatment of alcohol dependency, as appropriate.

**164AL**

**AL0584 - UNIVERSITY OF CALIFORNIA DAVIS MEDICAL CENTER**

**SACRAMENTO COUNTY ALCOHOL SCREENING AND INTERVENTIONS AT TRAUMA CENTERS PROGRAM**

As the only Level One Trauma Center in inland Northern California, University of California Davis Medical Center will address and expand screening and interventions with admitted trauma patients with a positive blood alcohol level. This Sacramento County Alcohol Screening and Interventions at Trauma Centers Program will furnish admitted trauma patients an intervention and referral to treatment in the Sacramento County and track patients through the Trauma Program Nurse Practitioners. The project will expand in cooperation and collaboration to the Level Two Trauma Center, Mercy San Juan Hospital, which will complete county-wide demographics of outcome of intervention, tracking rate of arrests and second trauma admissions in the county. This program will collaborate with the UC Irvine Project, (\$134,908)

**AL0597 - UNIVERSITY OF CALIFORNIA, IRVINE**

**EMERGENCY DEPARTMENT ALCOHOL SCREENING AND BRIEF INTERVENTION PROGRAM**

Patients with alcohol use problems (AUPs) are more likely to drive after drinking. Emergency Department (ED) staffs have a unique opportunity to identify these patients and intervene during the "teachable moment" of an ED visit. NHTSA has identified Screening and Brief Intervention as one of its key initiatives to address impaired driving. In response to this initiative, UCI will develop the "Emergency Department Alcohol Screening and Brief Intervention" program. This two-year project will provide screening, a brief intervention and referral for English and Spanish speaking adult patients in Orange County's only Level I Trauma Center and Emergency Department, with 47,000 annual visits. First we will assess and identify alcohol treatment and counseling resources and partner with other alcohol prevention programs in the County. Using a standardized validated tool, we will incorporate screening and referral as the standard of care for all patients using a computerized system. We will provide training for physicians, nurses, paramedics and social workers and in-depth training for para-professionals in Motivational Interviewing Brief Intervention. Over nine months we will screen over 15,000 patients and provide brief intervention to at least 600. An evaluation will involve follow-up telephone interviews with the brief intervention patients at one month and six months after the ED visit and confirmation of patient's attendance at the referral program. In addition, the patient's DUI history will be obtained through DMV records. The goal of this project is to develop a model program based on national guidelines and materials that can be replicated in EDs serving multicultural communities. (\$300,000)

**FISCAL YEAR 2005 PROGRAM FUNDING  
(ALCOHOL AND OTHER DRUGS)**

Task	Title		Major Cost Items					
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing					
2	DUI Enforcement/Education/Public Information		Personnel, Travel, Contractual Services, DUI Trailers, PAS & EPAS Devices, Police Vehicles					
3	Prevention/Intervention Training and Public Information		Personnel, Contractual Services, Educational Materials, Public Information Materials					
4	College and Younger Age Youth Programs		Personnel, Travel, Contractual Services, Computer Hardware, Printing, Public Information Materials					
5	Judicial Support		Personnel, Travel, Contracts, Computer Hardware Video Equipment					
6	Management Information Systems/Evaluation		Personnel, Computer Hardware					

Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	163ID	164	402	410	
AL	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$154,555.00	\$152,011.00	\$265,632.00	\$0.00
AL	2 Local	\$1,462,587.32	\$0.00	\$218,297.00	\$10,342,121.19	\$10,488.00	\$845,436.47	\$3,225,352.42
	State	\$0.00	\$295,164.86	\$0.00	\$4,422,445.62	\$0.00	\$0.00	\$405,255.00
AL	3 Local	\$0.00	\$0.00	\$0.00	\$214,422.87	\$0.00	\$125,722.00	\$179,271.00
	State	\$6,510.80	\$374,640.10	\$0.00	\$730,564.24	\$75,000.00	\$68,350.00	\$173,477.00
AL	4 Local	\$330,849.94	\$0.00	\$0.00	\$3,250,500.26	\$0.00	\$334,265.12	\$655,771.00
	State	\$0.00	\$0.00	\$0.00	\$120,735.08	\$0.00	\$0.00	\$129,923.00
AL	5 Local	\$20,800.00	\$0.00	\$0.00	\$258,691.00	\$0.00	\$0.00	\$0.00
	State	\$19,994.80	\$0.00	\$0.00	\$79,979.20	\$0.00	\$105,208.00	\$42,120.00
AL	6 Local	\$176,760.00	\$0.00	\$0.00	\$707,040.00	\$0.00	\$0.00	\$232,713.00
	State	\$213,736.00	\$0.00	\$0.00	\$213,889.00	\$53,240.00	\$0.00	\$34,846.00



**FISCAL YEAR 2005 PROGRAM FUNDING  
(ALCOHOL AND OTHER DRUGS)**

Task	Title				Major Cost Items			
7	Testing Equipment				Personnel, Contracts, Computer Equipment, PAS & PEBT Devices			
8	Multiple DUI Warrant Service/Supervisory Probation Programs				Personnel, Computer Equipment			
9	Multi - Agency Holiday Enforcement Campaigns				Personnel, Contractual Services, Public Information Materials			
10	DUI Enforcement Campaign				Personnel, Contractual Services, Operating Expenses, Educational Materials			
11	Impaired Driving Programs				Personnel, Operating Expenses, Educational Materials			
12	Screening, Brief Intervention and Training				Personnel, Contractual Services			
Program	Task No/	Funding Sources/Codes						Estimated Agency
Code	Agency	157	163	163ID	164	402	410	Contribution
AL	7 Local	\$0.00	\$0.00	\$0.00	\$676,040.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$223,148.00	\$0.00	\$0.00	\$0.00
AL	8 Local	\$0.00	\$0.00	\$0.00	\$1,073,501.00	\$0.00	\$121,590.00	\$129,080.00
	State	\$0.00	\$0.00	\$0.00	\$35,400.00	\$0.00	\$0.00	\$80,233.24
AL	9 Local	\$49,129.00	\$0.00	\$0.00	\$1,694,419.55	\$0.00	\$344,332.46	\$885,145.41
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
AL	10 Local	\$0.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
AL	11 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$400,000.00	\$0.00	\$0.00	\$0.00	\$0.00
AL	12 Local	\$0.00	\$0.00	\$0.00	\$434,908.00	\$0.00	\$0.00	\$6,500.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PSP TOTALS								
LOCAL:		\$2,040,126.26	\$0.00	\$218,297.00	\$23,651,643.87	\$10,488.00	\$1,771,346.05	\$5,313,832.83
STATE:		\$240,241.60	\$669,809.96	\$400,000.00	\$5,980,716.14	\$280,251.00	\$439,190.00	\$865,854.24

# **COMMUNITY BASED ORGANIZATIONS**

## ***I. PROGRAM OVERVIEW***

The OTS Community-Based Organization (CBO) Program funds CBOs via contractual mini-grants through state, county, district, and city governmental agencies. OTS enlisted the participation of a variety of governmental “umbrella” or “host” agencies at the state and local levels. OTS generally defines CBOs as nongovernmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of public safety projects relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances will enhance community access and message credibility in promoting traffic safety within individual communities.

These projects promote “thinking outside of the box” by forging nontraditional traffic safety partnerships, e.g., soccer leagues, student councils, baseball leagues, and multicultural associations. For example, an after school arts program could sponsor a three-dimensional art exhibit based on the concept of pedestrian safety. Funded projects employ media advocacy, coalition building, problem identification, task force, and/or advisory committees, combined resources and implemented solutions to address traffic fatalities and injuries. New and existing coalitions include citizens’ involvement as a critical part of establishing community priorities for identified problems.

To effectively conduct a strategic, broad-based CBO funding plan, OTS is leveraging CBO funding through “umbrella” local and state governmental agencies. One CBO outreach strategy provides funding to local governmental Community Action Agencies, that in turn administer grants to CBOs. By utilizing Community Action Agencies, OTS takes advantage of their CBO contracting expertise, local knowledge of traffic safety problems, existing network of culturally diverse CBOs, and past working experiences with local CBOs.

## ***II. ACTION PLANS***

OTS and host agencies established standard criteria to be included in CBO requests for proposals. Criteria includes, but is not limited to, nonprofit status; longevity, reputation, and experience within the community; project goals and objectives specific to traffic safety program areas; budgeting/funding issues such as advances and allowable costs; and reporting requirements. Established criteria will be incorporated into CBO contractual agreements.

OTS continues 16 projects from prior fiscal years, and initiates three new projects for fiscal year 2005. Fiscal year 2004 activities included composing, producing, advertising, and disseminating Requests for Proposals (RFP) to community based organizations, reviewing RFP applications, selecting and funding CBOs, working with and teaching CBOs about OTS reporting and tracking requirements, implementing CBO programs, assisting CBOs with the final reporting for closure of mini-grant projects, and outreaching to communities as a venue for promoting the CBO mini-grants’ program.

## **TASK 1 - OUTREACH PROGRAM TO COMMUNITY BASED ORGANIZATIONS**

CBO grantees conduct a variety of traffic safety activities and programs designed to impact local community and neighborhood traffic safety problems. These community and neighborhood traffic safety problems could include driving under the influence (DUI) of alcohol or other drugs, not wearing a safety belt, pedestrian safety issues, and not wearing bicycle helmets. The target audience could be multi-cultural and/or in languages other than English, children, teens, and adults, including those older than age 65. CBOs will implement innovative programs such as traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety, school crossing guards, and anti-DUI programs. CBO grants will also distribute child safety seats and bicycle helmets to people in need. OTS will ensure that CBOs have proper traffic safety training and that people receiving child safety seats and bicycle helmets receive proper fitting and use instructions.

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<b>Project No.</b>	<b>Agency</b>	<b>2005 Funds</b>	<b>No. of Mini Grants</b>	<b>Program Area(s)</b>	<b>Equipment</b>
CB0213	Los Angeles County	\$175,000	50-70	PS, OP	N/A
	CBOs: To be determined.				
CB0301	California Department of Social Services	\$68,276	8	OP	N/A
	CBOs: Shingle Springs Tribal Health Program; Mariposa, Amador, Calaveras, Tuolumne County Health Board; Sonoma County Indian Health Project; Toiyabe Indian Health Project, Tule River Indian Health Project; United Indian Health Service, Pit River Health Services, Warner Mountain Indian Health Project				
CB0302	Humboldt County	\$150,000	3	OP	N/A
	CBOs: Keet TV-Channel 13; Redwood Community Action Agency; St. Joseph Health System				
CB0303	California Highway Patrol	\$198,000	282	AL	N/A
	CBOs: 182 Middle School's Statewide CBOs: 100 High School's Statewide				
CB0306	University of California, Irvine	\$32,405	N/A	AL, OP, Senior Driver	N/A
	CBOs: N/A				
CB0401	Daly City Police Department	\$22,500	1	AL	N/A
	CBO: First Chance				
CB0402	Fresno Police Department	\$0	N/A	AL	N/A
	CBOs: MADD, Fresno Center for New Americans, Fresno Community Food Resources				
CB0403	City of Long Beach	\$127,910	N/A	AL, Youth	N/A
	The Project will provide services to CBOs to develop a train the training program to educate staff from schools and peer educators.				

<b>Project No.</b>	<b>Agency</b>	<b>2005 Funds</b>	<b>No. of Mini Grants</b>	<b>Program Area(s)</b>	<b>Equipment</b>
CB0404	City of Los Angeles Community Development Department	\$492,328	11 to serve 100-125 agencies	OP, PS, AL	N/A
	CBOs: To be determined				
CB0405	Monterey County	\$154,402	TBD	AL	N/A
	CBOs: Sunstreet Center, etc.				
CB0407	Riverside County	\$344,479	TBD	OP, PS, AL	N/A
	CBOs: To be determined				
CB0408	San Bernardino County	\$257,802	6	OP, PS, AL	N/A
	CBOs: Asian American Resource Center, Bear Valley Health Care District, Boys and Girls Club of the Hi-Desert, Boy Scouts of America California Inland Empire Council, High Desert Center, Libreria Del Pueblo.				
CB0409	San Diego County	\$100,000	TBD	TBD	TBD
	CBOs: To be determined				
CB0410	San Francisco Department of Public Health	\$212,455	8	AL	N/A
	CBOs: Boys & Girls Club of San Francisco, Good Samaritan Family Resource Center, Potrero Hill Neighborhood House, Real Alternatives Program Collaborative. Another cycle of CBOs will be funded in the second grant year.				
CB0411	County of Shasta	\$152,316	4	AL, OP	N/A
	CBOs: True North, Shingletown Highway 44 Project, and others to be determined.				
CB0502	University of California, Irvine	\$400,000	9	AL, OP, Senior Driver	N/A
	CBOs: To be determined				

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<b>Project No.</b>	<b>Agency</b>	<b>2005 Funds</b>	<b>No. of Mini Grants</b>	<b>Program Area(s)</b>	<b>Equipment</b>
CB0109	California Department of Transportation	\$0	N/A	AL, OP	N/A
	CBOs: Proteus				
CB0501	San Francisco Department of Public Health	\$157,723	8	PS	N/A
	CBOs: To be determined				
CB0503	Shasta County Public Health	\$67,190	TBD*	AL, OP	N/A
	* Activities will specifically focus on the Mien, Hispanic, and African American populations.				

**FISCAL YEAR 2005 PROGRAM FUNDING  
(COMMUNITY-BASED ORGANIZATION GRANT PROGRAM)**

Task	Title		Major Cost Items					
1	Community-Based Organization Grant Programs		Contractual Services, Child Safety Seats, Bicycle Helmets, Promotional Materials, Educational Materials, Training					

# EMERGENCY MEDICAL SERVICES

## ***I. PROGRAM OVERVIEW***

An Emergency Medical Services (EMS) system that ensures prompt and effective emergency medical services to victims of motor vehicle collisions is an essential component of California's plan to reduce the number of deaths and injuries resulting from motor vehicle collisions.

According to the 2003 California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) data, there were 306,685 persons in California that required EMS as a result of a serious motor vehicle collision. All of these individuals required emergency medical services at the crash scene and while en route to a trauma center, emergency communications, First Responder services, Emergency Medical Technician (EMT) or Paramedic services, medical equipment and supplies, and emergency transportation. Many of these crash victims also required specialized rescue equipment and trained personnel to extricate them from their vehicles and/or the crash scene.

Current research and the experience of emergency physicians, trauma specialists and other EMS providers recognize that trauma patient outcomes are best when patients are identified, transported and cared for at a medical facility within the critical "golden hour." The "golden hour" has become a standard used to measure the effectiveness of many components of EMS. A recent assessment of California's Emergency Medical Services conducted by the Emergency Medical Services Authority (EMSA) and National Highway Traffic Safety Administration (NHTSA) reports an effective EMS system requires and provides the following:

- Reliable and accessible communications.
- Adequately trained personnel.
- Life saving medical and rescue equipment.
- Safe, reliable, and rapid emergency transportation.
- Public information and education.
- Problem identification and evaluation.

## ***II. ACTION PLANS***

Adequately trained rescue personnel with access to appropriate and reliable equipment and vehicles are critical to an EMS system's ability to effectively care for victims of motor vehicle collisions. To meet this need, OTS plans to provide grant funds to full-time, paid-call, and volunteer EMS providing agencies to purchase and/or replace unreliable ambulances and first responder/rescue vehicles, extrication equipment, air bag lifting systems, and to provide training. With California's vast rural areas, paid-call and volunteer EMS agencies benefit immensely from OTS funding for ambulances, extrication equipment, communications, and public information materials.

Public information and education are also important components of an effective EMS system. The EMS provider is in a unique position to observe, understand, and educate the public about injury prevention. OTS provides funds for programs that enhance the public's knowledge of the EMS system, demonstrate safe and appropriate response to Code 3 responding vehicles (lights and sirens). The "Please Abide, Move Aside" program is an excellent examples of EMS public information and education programs planned for fiscal year 2005.

OTS plans to provide funds to continue work on the Statewide EMS Communications Plan. The EMS communications project will establish and implement an up-to-date and coordinated EMS communication system pilot in Imperial and San Diego counties by replacing aging and outdated equipment and installing new communication technology to integrate existing systems.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS "Blueprints" contain additional recommended "best practice" countermeasures*):

- To seek innovative low cost approaches to First Responder, EMT and Paramedic training and certification programs for rural areas.
- To utilize standardized training and certification programs for EMS dispatcher.
- To promote State certified training programs.
- To promote bystander-training programs.
- To assist with the development, and upgrade of outdated and unreliable EMS communication systems.
- To establish Data Linkage programs to enable providers to determine patient outcome and injury prevention strategies.
- To promote partnerships to support and coordinate comprehensive and integrated injury control systems.
- To promote public/private partnerships.
- To promote community involvement in traffic safety.
- To conduct a "lights and siren" public/driver awareness program.

### **III. TASKS**

#### ***TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION***

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

#### ***TASK 2 - FIRST RESPONDER SERVICES***

Timely access to the appropriate equipment and medical supplies is essential to the EMS provider's ability to meet the needs of the motor vehicle collision victim. New automobile materials, technology, and alternative fuels create additional hazards and challenges for the EMS provider at the scene of a motor vehicle collision. Specialized equipment (hydraulic extrication tools, air bag lift systems) and training can make the difference between a patient receiving medical treatment within the critical "golden hour" or not. Removal of a victim trapped in the vehicle can average more than an hour without appropriate tools; with the use of hydraulic tools, the average extrication time is 15 minutes. Eighteen new projects are planned under this task and one project will be continued. The goals of these projects are to improve EMS delivery to traffic collisions victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

Those projects with a ( ) following the agency name are regional projects. A regional project is multi-jurisdictional, addressing the equipment and training needs of City Fire Departments, Volunteer Fire Departments, Fire Protection Districts and County Fire Departments. The number in the ( ) specifies the number of jurisdictions participating in the project.

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<b>Project No.</b>	<b>Agency</b>	<b>Hydraulic Equipment</b>	<b>Airbags</b>	<b>Thermal Imaging</b>	<b>Rescue Vehicles</b>	<b>2005 Funds</b>
EM0405	Del Mar Fire Department	N/A	N/A	N/A	N/A	\$0
EM0420	Plumas County Public Health Agency	N/A	N/A	N/A	N/A	\$0
EM0501	Anderson Fire Protection District (15)	11 sets	N/A	N/A	N/A	\$261,208
EM0503	Butte County Fire Rescue (4)	12 sets	12 sets	N/A	1 @25%	\$273,127
EM0504	California Department of Forestry (Amador) (4)	6 sets	N/A	N/A	N/A	\$83,852
EM0505	Ceres Emergency Services Division (18)	14 sets	6 sets	N/A	N/A	\$574,334
EM0507	Daly City Fire Department (3)	1 set	2 sets	N/A	N/A	\$90,967



<b>Project No.</b>	<b>Agency</b>	<b>Hydraulic Equipment</b>	<b>Airbags</b>	<b>Thermal Imaging</b>	<b>Rescue Vehicles</b>	<b>2005 Funds</b>
EM0509	El Dorado County Fire Districts (9)	8 sets	2 sets	N/A	N/A	\$274,479
EM0510	Kern County Fire Department (12)	N/A	N/A	N/A	N/A	\$28,000
EM0511	Lompoc/Santa Maria Fire Departments	2 sets	1 set	N/A	N/A	\$60,000
EM0512	Murphy's Fire Protection District (3)	2 sets	N/A	N/A	N/A	\$52,000
EM0513	North Tahoe Fire Protection District (3)	7 sets	N/A	N/A	N/A	\$66,050
EM0514	Pinole Fire Dept.	1 set	1 set	N/A	N/A	\$52,564
EM0515	Riverside County Fire Department (11)	7 sets	22 sets	1	1 @ 25%	\$372,089
EM0516	Riverside Fire Department	1 set	1 set	N/A	N/A	\$37,300
EM0517	San Bernardino County Fire Marshal (14)	16 sets	9 sets	1	N/A	\$625,688
EM0518	Arroyo Grande (8)	16 sets	N/A	N/A	N/A	\$250,000
EM0519	Sonoma County (12)	7 sets	12 sets	N/A	N/A	\$360,150
EM0521	Tulare County Fire Department (4)	6 sets	N/A	N/A	N/A	\$199,419
EM0522	Tuolumne County (5)	5 sets	5 sets	N/A	N/A	\$156,508

### ***TASK 3 - LIFE SUPPORT DELIVERY***

Safe, reliable ambulance transportation is a critical component of an effective EMS system. In rural areas, the purchase and maintenance of an ambulance is a continuing problem. Low call volume and sparse population make it difficult if not impossible to obtain the monies required to provide and maintain quality emergency medical services and transportation. Many of California's rural communities are located along heavily traveled highway corridors and in areas frequented by thousands of tourists. The distance between these communities and local trauma centers makes the availability of reliable ambulance and trained ambulance personnel critical. There are currently no projects planned or continued under this task.

### ***TASK 4 - DATA COLLECTION***

Data collection and ready access to available data are a continuing challenge for the EMS community. Many of the state's EMS providers are collecting important data by hand or not at all. The availability and access to data enables the EMS provider to determine injury prevention strategies, program strengths and weaknesses, training needs, allows effective deployment of resources and provides information to improve patient care and outcome. There are currently no projects planned or continued under this task.

### ***TASK 5 - COMMUNICATIONS***

A reliable communications system is an essential component of an overall EMS system. Public access to emergency services is hampered in many areas by over burdened 911 systems, dead spots in wilderness and mountainous areas, and long stretches of highway with no access to telephone landline or cellular services. A variety of communications systems are currently in use (VHF, UHF, 800 MHz) in the state, many are outdated and unreliable. This variety of systems causes enormous problems with interagency operability. The EMS provider's access to reliable communication is critical to the safety of the EMS provider, effective deployment of resources and positive patient outcomes.

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**EM0008 - EMERGENCY MEDICAL SERVICES AUTHORITY  
STATEWIDE EMS COMMUNICATION SYSTEM PLAN PROJECT**

The Statewide EMS Communication System Plan project is continued into fiscal year 2005. This project provides funds for personnel, a communications systems consultant, repeaters and other communications and computer equipment. The goals of this project are to establish and implement an up-to-date and integrated EMS communication system statewide and to improve EMS communication system statewide through the replacement of out-dated and aging technology. (\$382,634)

**EM0341 - IMPERIAL VALLEY EMERGENCY COMMUNICATIONS AUTHORITY  
LOCAL EMERGENCY MEDICAL SERVICES COMMUNICATIONS SYSTEM PLAN PROJECT**

The Local Emergency Medical Services Communications System Plan project is continued into fiscal year 2005. Imperial Valley Emergency Communications Authority (IVECA) will implement a plan for an intra- and inter- county EMS communication system to foster coordinated EMS communications between regions and counties, public and private providers, hospitals and public safety agencies in the area. IVECA will also work with the Emergency Medical Services Authority (EMS Authority) to develop a local EMS Communications Plan template that will be integrated into the State EMS Communications Plan and used as a model for local communications systems throughout the state. (\$104,212)

***TASK 6 - TRAINING***

EMS personnel can perform their mission only if adequately trained and available in sufficient numbers throughout the State. Rescue personnel with First Responder, EMT and Paramedic training can mean the difference between life and death for motor vehicle collision victims. This is especially true in rural areas, and highly congested metropolitan areas where distance and congested traffic conditions critically increase the time required to arrive at the crash scene, extricate and transport victims.

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**EM0421 - PORTOLA  
FIRST RESPONDER PROGRAM**

The First Responder Program project is continued into fiscal year 2005. This project provides funding for a first responder program within the city's volunteer Fire Department to supplement the minimal emergency services provided to the city by the Eastern Plumas District Hospital. The program will train 30 first responders and provide medical equipment for vehicles in the Fire Department fleet. (\$1,350)

## ***TASK 7 - PUBLIC AWARENESS AND EDUCATION PROGRAMS***

Public information and education is a key component of an effective EMS system. The EMS provider is in a unique position to observe, understand and educate the public about injury prevention. These programs enhance the public's knowledge of the EMS system, support appropriate use of system access (911), demonstrate essential self-help and appropriate bystander care actions and encourage injury prevention.

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### **EM0327 - SAN FRANCISCO FIRE DEPARTMENT**

#### **PLEASE ABIDE, MOVE ASIDE PROJECT**

The Please Abide, Move Aside project is continued into fiscal year 2005. This project is a public education campaign designed to inform the driving public to yield safely to responding emergency vehicles. Project funds will provide for a public information/education campaign, educational materials (English, Spanish and Chinese), promotional items and website development. Program promotion includes advertising on buses and bus shelters (donated space) and public service announcements. The goal of this program is to reduce the number of collisions and the associated costs from crashes involving emergency vehicles and the motoring public by 20 percent. (\$0)

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### **EM0506 - LOS ANGELES**

#### **OPERATION RIGHT MOVE**

This public education campaign is aimed to encourage the driving public to yield safely to responding emergency vehicles. The campaign will target a significant reduction in the number of collisions, injuries, and associated costs involving Los Angeles City Fire Department (LAFD) emergency vehicles by launching and sustaining a citywide public safety campaign. Operation Right Move will increase safety among emergency vehicles and will secure a cooperative agreement with television media to promote the broadcasting of a Public Service Announcement. Strong messages through a paid advertisement campaign will also be included. The Los Angeles Police Department will provide training to LAFD on how to create and maintain a centralized fleet safety program. (\$177,380)

## ***TASK 8 - EVALUATION/ASSESSMENTS***

The rising costs of medical care and the increasing demands on limited available dollars make problem identification and program evaluation a priority. Needs assessments and program evaluation enable the EMS provider to determine injury prevention strategies, program strengths and weaknesses, and the need for equipment and training. There are currently no projects planned or continued under this task.

**FISCAL YEAR 2005 PROGRAM FUNDING  
(EMERGENCY MEDICAL SERVICES)**

Task	Title		Major Cost Items					
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing					
2	First Responder Services		Rescue Vehicles and Equipment (JAWS and Air Bag Lifting Systems)					
3	Life Support Delivery		Ambulances and Equipment					
4	Data Collection		Personnel Costs, Operating Expenses, Computer Hardware and Software					
5	Communications		Personnel, Communications Equipment, Computer Hardware and Software					
6	Training		Personnel Costs, Operating Expenses, Educational Materials, Training Equipment, Travel Expenses					

Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	164	402	405	410	
EM	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$155,413.00	\$0.00	\$0.00	\$0.00
EM	2 Local	\$0.00	\$0.00	\$0.00	\$3,817,735.00	\$0.00	\$0.00	\$26,100.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM	3 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM	4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM	5 Local	\$0.00	\$0.00	\$0.00	\$104,212.17	\$0.00	\$0.00	\$82,000.00
	State	\$0.00	\$0.00	\$0.00	\$382,633.79	\$0.00	\$0.00	\$0.00
EM	6 Local	\$0.00	\$0.00	\$0.00	\$1,350.00	\$0.00	\$0.00	\$5,655.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

**FISCAL YEAR 2005 PROGRAM FUNDING  
(EMERGENCY MEDICAL SERVICES)**

Task	Title		Major Cost Items					
7	Public Awareness and Education Programs		Personnel, Contracts, Educational Material, Printing and Duplication, Travel Expenses, Advertising Air Time					
8	Evaluation / Assessments		Personnel, Computer Hardware and Software, Contracts, Travel Expenses, Printing and Duplication					
Program	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
Code		157	163	164	402	405	410	
EM	7 Local	\$0.00	\$0.00	\$0.00	\$177,380.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM	8 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>PSP TOTALS</b>								
LOCAL:		\$0.00	\$0.00	\$0.00	\$4,100,677.17	\$0.00	\$0.00	\$113,755.00
STATE:		\$0.00	\$0.00	\$0.00	\$538,046.79	\$0.00	\$0.00	\$0.00

# OCCUPANT PROTECTION

## ***I. PROGRAM OVERVIEW***

### **Seat Belts**

California competes with four states in the nation to hold at or above 90 percent seat belt compliance. While the combined populations of Washington, Oregon, and Hawaii (competing states) are 10.9 million, they do not compare to California's population of 35 million. Although California is ranked third at 91.2 percent (August 2003), that represents 32.4 million persons wearing seat belts. California has steadily increased this compliance rate in the last five years from 89 percent. However, the fact remains that 3,133,856 Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury, if involved in a collision.

The California Highway Patrol (CHP) 2003 Statewide Integrated Traffic Records System (SWITRS) provisional data reports 43.6 percent of vehicle occupants killed in automobile collisions were not using seat belts. In the last five years (1999 to 2003), the percentage of occupants killed in automobile collisions and not using safety belts decreased by 7 percentage points from 50.6 percent to 43.6 percent.

A review of a small sample of CHP collision reports indicates that many of the motorists not using safety belts are out-of-state or out-of-county tourists, citizens whose second language is English, and younger and older drivers who may be less likely to wear their safety belt (younger drivers have no sense of mortality, while older drivers [60+] may believe since they didn't need it when they were younger, they don't need it now).

Persons considered "high-risk," (e.g., teens, non-English speakers, and those in the lower socioeconomic classes) remain involved in a disproportionate number of fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community based organizations committed to addressing occupant protection. This high-risk group requires special education and programs targeting cultural and language barriers. In California, we continue to see an increase in ethnic and linguistic groups. According to the new projections by the California's Department of Finance Demographics Unit, the Hispanic populations will constitute the majority of California by 2040. By the middle of the century, the projections indicate that Hispanics will represent 53.6 percent of the state's population, with Caucasians comprising 23.3 percent, the Asian population at 12.1 percent; the African American population at 6.4 percent, the Pacific Island population at less than one-half of one percent, and Native American and people of two or more races 2.1 percent each. Media campaigns will target teens, Spanish, and non-English speaking populations. In addition, health departments will utilize networks and relationships with ethnic communities to address traffic safety issues for the populations they represent.

In order to focus on the teen population, high schools are conducting High School Seat Belt Challenges to raise awareness and promote safety belt use through a good-natured, student run competitions. OTS expects to fund 37 competitions whereby high schools challenge other schools within a school district to compete against each other to determine which school has the highest safety belt usage, which school can demonstrate the most improved safety belt usage rate and which school ran the best overall awareness campaign for safety belt usage. The competition takes place over a two-week period with designated students, or student coordinators, taking on the majority of the responsibility for running the program.

The challenge involves two unannounced observations of student safety belt usage as they enter campus to determine a percentage of students wearing their safety belts. The first survey is conducted before the beginning of the awareness campaign. The second observation is conducted towards the end of the awareness campaign. The results of the observations indicate the effectiveness of the safety belt awareness challenge. Awareness campaigns include activities such as school assemblies, development and dissemination of promotional materials such as posters, flyers and newsletters, among other things.

The CHP "Innovative Project To Increase Seat Belt Use Rates" conducted research on non-use of seat belts. The findings disclosed that persons in California fail to use seat belts for three reasons: (1) they forget to buckle up, (2) they do not feel the seat belts are necessary for short trips, and (3) the seat belts are uncomfortable. A public information program was developed with the theme "Seat belts. Remember. Or be remembered." Billboards and bus ads in English and Spanish were produced which directly addressed each excuse. Also, radio and television messages were developed for Public Service Announcement's (PSAs) based on the theme. OTS will continue to use the theme and develop posters and pamphlets for future public information campaigns based upon preliminary positive public feedback on the messages.

An OTS Seat Belt Mini-grant program will fund local projects to conduct enforcement programs addressing the motorists who fail to buckle their safety belts. The grants will provide overtime for officers to specifically and solely enforce occupant protection laws. The goal of the California Seat Belt Compliance Campaign (CSBCC) is to increase seat belt use statewide to 94 percent by June of 2005. This will be accomplished through the combined efforts of CHP, OTS, and local law enforcement. The CSBCC strategy is to focus public information and enforcement on persons who fail to use safety belts and child passenger safety seats during the Buckle Up America/Operation ABC national mobilizations in May 2005. OTS mini-grants will be awarded to local law enforcement agencies based upon the population of their cities. Over 2 million dollars will be distributed to law enforcement agencies to offset overtime and reporting costs for the May 16 – June 5, 2005, mobilization period, which will extend the National Mobilization by seven days.

Traffic fines for failing to use seat belts and child safety seats have increased in 2004 to a maximum of \$89 for a 1<sup>st</sup> offense and \$191 for a 2<sup>nd</sup> offense for adult violations (16 years and older) and \$340 for a 1<sup>st</sup> offense and \$871 for a 2<sup>nd</sup> offense for child violations.

### **Child Passenger Safety (CPS)**

California's child safety seat use rate is 86.6 percent (August 2003). In October 2003, California was ranked by Good Housekeeping magazine as the safest state for children. However, problems point to the growth of non-English speaking people immigrating into California and judicial leniency toward violators of the proper restraint of infants and toddlers. Programs will work with the judiciary and Spanish speaking communities on the benefits of child passenger safety.

Child passenger safety remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. California's focus is to increase the child passenger safety compliance rate. Programs will train NHTSA Child Passenger Safety technicians and instructors, but most of all, conduct child passenger safety restraint checkups, create fitting stations and educational presentations.

From 1975 through 2002, an estimated 6,567 lives were saved by the use of child restraints (child safety seats or adult belts). In 2002, an estimated 376 children under age five were saved as a result of child restraint use. If 100 percent of motor vehicle occupants under five years old were protected by child safety seats, an estimated 485 lives (that is an additional 109) could have been saved in 2002. National research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (less than one year old) and by 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively (NHTSA Occupant Protection Traffic Safety Facts 2002).

When comparing 2002 and 2003, vehicle occupants under age four killed while not using safety seats decreased 0.5 percentage points (refer to Figure 1 below).

**Figure 1**

CHILDREN UNDER AGE FOUR (VEHICLES OCCUPANTS) BY YEAR (Source: SWITRS Tables 4G and 4H)				
YEAR	% KILLED NOT USING SAFETY SEATS	CHILD SAFETY SEAT USAGE RATES	AGE 0-3 KILLED	AGE 0-3 INJURED
1996	67.0%	85.6%	36	3,582
1997	82.4%	89.6%	34	2,992
1998	56.5%	85.8%	45	3,073
1999	71.8%	85.9%	39	2,855
2000	55.8%	87.4%	43	3,020
2001	58.6%	87.6%	29	2,827
*2002	58.1%	85.6%	31	2,915
*2003	60.0%	86.6%	45	2,718

\*Provisional Data

Children under age four killed and injured as a percent of total killed and injured decreased since 1996. The figure below indicates an increase in children age 0-3 killed and a slight decrease in children age 0-3 injured as a percent of the total occupants killed and injured from 2002 to 2003 (refer to Figure 2 below).

**Figure 2**

PERCENT OF CHILDREN UNDER AGE FOUR (VEHICLE OCCUPANTS) KILLED AND INJURED BY YEAR (Source: SWITRS Tables 4G and 4H)		
YEAR	CHILDREN AGE 0-3 KILLED AS A PERCENT OF TOTAL	CHILDREN AGE 0-3 INJURED AS A PERCENT OF TOTAL
1996	1.32	1.40
1997	1.40	1.24
1998	1.90	1.23
1999	1.57	1.14
2000	1.64	1.14
2001	1.05	1.06
*2002	1.08	1.10
*2003	1.55	1.06



\*Provisional Data

## **II. ACTION PLANS**

An effective occupant protection program assures the public is educated and motivated to use seat belts and child safety seats on every ride. A combination of legislative mandates, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint usage.

A educational campaign is planned for the new “back seat” law, which requires children under six years old or under 60 pounds to ride in the back seat. Occupant protection enforcement is included in all law enforcement projects to increase seat belt and child safety seat compliance throughout the state.

The purpose of the 405 incentive grant program is to reinforce key elements of a strategy to encourage states to enact and strengthen occupant protection laws and provide for the enforcement efforts related to the laws. The program will provide for NHTSA’s Standardized Child Passenger Safety Training, the certification and re-certification program for the technician and instructor level candidates, and provide for child passenger safety seat check ups and fitting stations. The Department of Health Services continues to play a vital role in coordinating child passenger safety efforts in California. Through the Vehicle Occupant Safety Program, staff assists local agencies by providing technician training and resources to counties and regions in need. In addition, staff also facilitates the Child Passenger Safety Quality Task Force, made up of state and local public health, law enforcement, nurses and hospitals, fire fighters, EMS, California Safe Kids, independent and community-based organizations, and veteran advocates throughout the state, which serves as an advisory body and reviews CPS materials to be distributed in California. The Task Force is working on a quality assurance plan focused on violator courses, educator levels, data collection, and instructor and technician competency.

An ongoing obstacle in providing child passenger safety technician training in underserved regions is the lack of equipment necessary to instruct the 32 hour NHTSA course. Through a grant with the University of California Davis Medical Center and in collaboration with the Department of Health Services and the Roseville Fire Department, four fourteen foot trailers containing a variety of child safety seats, booster seats, special needs seats, grip liner, pool noodles, a bench seat with a variety of retractable seat belts, clip boards, a banner, and other necessary items for conducting a training and checkups have been purchased. The plan is to make these fully equipped trailers available throughout the state by placing them in four strategic regions. Negotiations are taking place with four potential agencies to become host agencies for these regions. The goal for each host agency will be to develop contracts with community organizations that wish to use the trailers for child passenger safety trainings and/or checkups.

As child safety seat usage increases, misuse continues among special needs and foster children. To ensure that every infant and child is discharged from medical institutions are riding safely, California coordinates special needs child safety seat training for nurses and hospital staff who treat pediatric and special needs patients. In Los Angeles County, a child passenger safety program will educate low-income parents with newborns in post-partum, pediatrics, trauma, prenatal, and family practice clinics. In addition, OTS will fund a pilot program to educate county employees who transport foster children.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS “Blueprint” contain additional recommended “best practice” countermeasures*):

- To educate parents, caretakers, police officers, health care providers, and other passenger safety advocates and professionals on the booster seat and back seat law.
- To educate and enforce to keep children under age six or under sixty pounds buckled in the back seat.
- To coordinate “High School Seat Belt Challenge” programs at local area high schools.
- To work closely with community based organizations to promote child safety use at both the neighborhood and community levels.
- To include educational outreach relative to the consequences of leaving children unattended in or around vehicles in all child passenger safety brochures, press releases, PSAs, and speaking opportunities.
- To urge the media to report occupant restraint usage as a part of every collision.
- To meet with local newspaper editorial boards to promote occupant protection articles.
- To establish a written and enforced mandatory seat belt policy for law enforcement personnel with sanctions for noncompliance.
- To provide funds to community-based organizations to implement child passenger safety programs which include the distribution of child safety seats.
- To establish child safety seat “fitting stations” to ensure proper installation and instructions of occupant restraints in vehicles.
- To continue education and training by the NHTSA Standardized Child Passenger Safety Training Program.
- To work with local Safe Kids Coalitions to promote safety for young children and to reduce unintentional injuries and fatalities relating to those areas of child safety seat compliance.
- To encourage participation in statewide and national Public Information and Education (PIE) campaigns and join with NHTSA to conduct the Buckle Up America Campaign, National Safe Kids Coalition “Give Kids a Boost” Campaign, National Child Passenger Awareness Week, and also conduct the Operation Mobilization Campaign.
- To provide information to the public about proper seating positions for children in air bag equipped motor vehicles.
- To promote correct child safety seat usage education to parents caretakers, police officers, health care providers, and other passenger safety advocates and professionals.

- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- To urge judges to support strict enforcement of occupant protection laws and provides information at judge's conferences and traffic adjudication workshops.
- To develop child safety seat low cost programs for "special needs" children, and provide health care professionals with education and access to the "special needs" child safety seats.
- To raise awareness of vehicle/child safety seat compatibility.
- To develop tools and strategies to assist local SB 1073 programs in working effectively with their courts.
- To build the capacity of the 61 local health departments' SB 1073 programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.
- To continue a statewide child safety seat "spotter program" to report vehicles carrying unrestrained children.
- To assist with the development, coordination, implementation and evaluation of training for home and day care providers to provide information on how to train parents to utilize child safety seats and booster seats correctly.
- To incorporate Violator's Education Programs into adult education or related programs.
- To conduct child safety seat "checkups" to educate parents and caretakers on correct child safety seat usage.
- To develop child passenger restraint educational programs among multicultural and diverse ethnic populations.

### ***III. TASKS***

#### ***TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION***

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

## ***TASK 2 - COMPREHENSIVE COMMUNITY OCCUPANT PROTECTION PROJECTS***

These projects conducted by county health departments and school districts include activities with schools, churches, medical facilities, law enforcement, courts, media, civic groups, large and small businesses, governmental agencies, etc. These projects develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat check ups, child safety seat and seat belt surveys, educational presentations, court diversion classes; disseminating educational literature; and distributing low cost or no cost child safety seats to low income families.

<b>Fund</b>	<b>Project No.</b>	<b>Agency</b>	<b>OTS Funds</b>	<b>Agency Contribution</b>
<b>157</b>	OP0302	Calaveras County Health Services Agency	\$18,441	\$2,167
	OP0304	Fresno County Human Services System	\$0	\$17,338
	OP0506	Kern County Department of Public Health	\$40,000	TBD
	OP0509	Merced County Health Department	\$105,680	TBD
<b>402</b>	OP0404	Imperial County Department of Health	\$21,528	\$1,265
	OP0406	Los Angeles Unified School District	\$166,764	\$71,300
	OP0410	Sacramento County Department of Health and Human Services	\$47,368	\$29,646
<b>405</b>	OP0505	Inyo County Superintendent of Schools	\$22,250	TBD
	OP0507	Los Angeles County	\$159,000	TBD
	OP0508	Los Angeles County	\$495,000	TBD
	OP0511	San Bernardino County	\$391,918	TBD
	OP0512	San Diego State University	\$175,080	TBD

## ***TASK 3 - ENFORCEMENT AND EDUCATION OCCUPANT PROTECTION PROJECTS***

These projects conducted by law enforcement and fire personnel include enforcement and education to increase the use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat checkups, child safety seat and seat belt surveys, educational presentations; disseminating educational literature; providing NHTSA Certified Child Passenger Safety Technician training; distributing low cost or no cost child safety seats to low income families; and serving as fitting stations.

<b>Fund</b>	<b>Project No.</b>	<b>Agency</b>	<b>OTS Funds</b>	<b>Agency Contribution</b>
<b>157</b>	OP0306	Menlo Park Police Department	\$5,574	\$0
	OP0313	Tracy Fire Department	\$0	\$600
	OP0501	California Highway Patrol	\$335,848	TBD
	OP0502	Citrus Heights Police Department	\$153,634	TBD
	OP0504	Fresno Police Department	\$80,713	TBD
	OP0510	Roseville Fire Department	\$92,630	TBD
<b>163</b>	OP0401	California Highway Patrol	\$ 366,594.06	\$337,312
<b>402</b>	OP0403	Folsom Fire Department	\$0	\$913
<b>405</b>	OP0411	San Carlos Police Department	\$14,906	\$50,500

#### ***TASK 4 - STATEWIDE USAGE SURVEYS***

##### **402**

##### **OP0402 - CALIFORNIA STATE UNIVERSITY, FRESNO RESTRAINT USAGE SURVEYS PROJECT**

The Restraint Usage Surveys Project will continue into fiscal year 2005. Two annual statewide surveys will be conducted in the summers of 2004 and 2005 to determine seat restraint usage rates of front seat occupants (and infant/toddlers in any seat) for autos, vans, and non-commercial pickup trucks on non-highway and highway roads. A probability sample, using NHTSA approved methodology, of 80 non-highway and 80 highway intersections will be made. A CHP sample using similar methodology and sampling of 113 highway sites will be incorporated in sampling procedures. One hundred additional sites will also be sampled using four areas of the state. Pre and post-tests on these 100 sites will be made during the 2004 Memorial and Labor Day holidays. Two additional surveys, a pilot of five local schools and a main statewide survey of 200 high school sites will collect and analyze seat belt usage rates for high school drivers and passengers at campus sites. The results will be analyzed using the CARP surveys program and developed SPSS statistical programs using the criteria and statistical procedures approved by NHTSA. (\$184,701)

#### ***TASK 5 - STATEWIDE CHILD PASSENGER SAFETY TRAINING***

##### **405**

##### **OP0303 - CALIFORNIA DEPARTMENT OF HEALTH SERVICES VEHICLE OCCUPANT SAFETY PROJECT: BUILDING OCCUPANT SAFETY INFRASTRUCTURE PROJECT**

The Vehicle Occupant Safety Project: Building Occupant Safety Infrastructure Project will continue into fiscal year 2005. This project provides funds for personnel, travel, contractual services, program materials, education and training, and car seats. Project activities propose streamlining and coordinating a seamless system to train and support child passenger safety technicians and instructors, and provide NHTSA certified child passenger safety-training materials statewide. (\$194,205)

## **2003b**

### **OP0503 - DEPARTMENT OF HEALTH SERVICES VEHICLE OCCUPANT SAFETY PROJECT (VOSP)**

VOSP will coordinate with its numerous state and local partners on strategies to extend the reach of child passenger safety. In each activity, VOSP will help its constituency to see the connections across age groups so that uniformly we reach youngsters from 0 to 16.

Objectives include stabilizing the fledgling technician training system; offering a new series of short "awareness" trainings to help integrate CPS into a variety of healthcare, education, EMS, law enforcement and community settings; and assisting local health departments and others in the CPS Network to work together on joint problem-solving as well as sharing resources and materials targeted to hard-to-reach populations. Lastly, VOSP will work with leaders in the field to establish CPS quality assurance standards to improve access, retention, consistency and competency for both service providers and advocates. With so many new laws and the ever-growing number of new parents in our state, the coordinated work California interdisciplinary CPS Network remains critical to maximizing resources and helping families learn what they need to do to keep their children safe. (\$317,053)

### ***TASK 6 – INNOVATIVE PROJECTS TO INCREASE SEAT BELT USE***

#### **405**

This task will include a public information and education campaign, mini grants for local law enforcement agencies, and personnel to coordinate the California Seat Belt Compliance Campaign. The projects provide funds for an extensive media campaign using the NHTSA contractor and coordinated with the California Highway Patrol and local enforcement agencies. A total of \$1,300,000 will be held back by NHTSA to conduct the media campaign. This campaign will utilize California's highly regarded "Seat Belts: Remember Or Be Remembered" slogan and "Baggy Pants" PSA.

### **OP0210 - CALIFORNIA HIGHWAY PATROL CALIFORNIA SEAT BELT COMPLIANCE CAMPAIGN PROJECT**

The current California Seat Belt Compliance Campaign project will continue into fiscal year 2005. The effort will concentrate on the most difficult-to-reach motorists who have resisted using safety belts – what has been called "the late eight" percent. The goal of the project is to increase California's usage rate to 94 percent. Reaching this goal requires changing the behavior of 1,015,000 people. (\$17,976)

### **OP0514 - CALIFORNIA HIGHWAY PATROL CALIFORNIA SEAT BELT COMPLIANCE CAMPAIGN (CSBCC)**

The CSBCC will attempt to attain and maintain a 94% seat belt use rate through June 2005. Through the combined efforts of state and local law enforcement, a seat belt enforcement campaign will be conducted for a 21-day period in May and June 2005 in support of the Buckle-Up America/Operation ABC National Mobilizations. Funds provided by the CHP grant will be utilized to provide a salary and travel for a retired annuitant project coordinator and increase the level of seat belt enforcement hours on an overtime basis for CHP first line supervisors, officers, and administrative time to meet grant reporting requirements. (\$270,000)

## ***TASK 7 – MINI-GRANTS TO INCREASE SEAT BELT USE***

**405**

The Office of Traffic Safety will solicit local projects to conduct enforcement programs addressing motorists who fail to buckle their safety belts. The goal of the project is to increase California's usage rate to 94 percent. This task provides funds for overtime costs for local law enforcement agencies and state college and university police departments in addition to the California Highway Patrol and local law enforcement's existing commitment to enforcing seat belt and child safety laws. The mini grants being developed for local law enforcement include a three-week-long wave of concentrated enforcement activity that will be accompanied by a highly visible media campaign in May 2005. The maximum amount for each mini-grant will be based upon a city's population:

- 5,000 – 50,000                \$10,000
- 50,001 – 100,000            \$15,000
- 100,001 – 150,000          \$25,000
- 150,001 – 250,000          \$35,000
- OVER 250,001                \$50,000

An announcement regarding requests for mini-grants is scheduled for October 2004 with a deadline of December 3, 2004. The mini-grants will only cover the May 2005 mobilization period, based upon NHTSA estimated funding. (\$2,550,000)

**FISCAL YEAR 2005 PROGRAM FUNDING  
(OCCUPANT PROTECTION)**

Task	Title	Major Cost Items						
1	Program Development and Administrative Coordination	Personnel and Operating Expenses						
2	Comprehensive Community Occupant Protection Projects	Personnel Costs, Travel, Contractual Services, Safety Seats, Bicycle Helmets, TV/VCR, Training Costs						
3	Enforcement and Education Occupant Protection Projects	Personnel Costs, Contractual Services, Car Seats, Equipment, Training Costs						
4	Statewide Usage Surveys	Personnel, Operating Expenses						
5	Statewide Child Passenger Safety Training	Personnel Costs, Operating Expenses, Child Safety Seats, Contractual Services, Travel, Printing, Facilities, Equipment, Training Costs						

Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	402	405	157b	2003b	
OP	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$150,700.00	\$100,000.00	\$100,000.00	\$0.00	\$0.00
OP	2 Local	\$164,121.00	\$0.00	\$235,660.00	\$1,243,248.00	\$0.00	\$0.00	\$121,716.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
OP	3 Local	\$668,399.00	\$0.00	\$0.00	\$16,906.00	\$0.00	\$0.00	\$51,100.00
	State	\$0.00	\$366,594.06	\$0.00	\$0.00	\$0.00	\$0.00	\$337,312.00
OP	4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$184,701.00	\$0.00	\$0.00	\$0.00	\$126,411.00
OP	5 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$192,204.05	\$0.00	\$317,053.00	\$0.00



**FISCAL YEAR 2005 PROGRAM FUNDING  
(OCCUPANT PROTECTION)**

Task	Title		Major Cost Items					
6	Innovative Project to Increase Seat Belt Use Rate		Personnel Costs, Contractual Services					
7	Innovative Mini Grants to Increase Seat Belt Use Rate		Personnel Costs, Contractual Services, and Educational Materials					
Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	402	405	157b	2003b	
OP	6 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00
	State	\$0.00	\$0.00	\$0.00	\$287,976.40	\$0.00	\$0.00	0.00
OP	7 Local	\$0.00	\$0.00	\$0.00	\$2,550,000.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>PSP TOTALS</b>								
LOCAL:		\$832,520.00	\$0.00	\$235,660.00	\$3,810,154.00	\$0.00	\$0.00	\$172,816.00
STATE:		\$0.00	\$366,594.06	\$335,401.00	\$580,180.45	\$100,000.00	\$317,053.00	\$463,723.00

# **PUBLIC RELATIONS, ADVERTISING AND MARKETING**

## ***I. PROGRAM OVERVIEW***

The Office of Traffic Safety employs one fulltime staff person – a Manager of Marketing and Public Affairs – who oversees two programs: 1) Media and Press relations for traffic safety issues and initiatives for the entire state of California; and, 2) oversight of a marketing contract that assists the OTS in directing media buys, ad placements, and video and audio PSA production.

## ***II. ACTION PLAN***

During the coming year, OTS Public Affairs will employ a two-pronged approach that together are designed to assist the state lower the Mileage Death Rate (MDR), currently at 1.30, bring down fatalities and injuries associated with DUI, and, increase seat belt usage rates, currently 91.2 percent. This approach includes increased media assistance to local grantees on new and innovative programs and continued traffic safety messaging that targets under-represented groups and the general population.

OTS Public Affairs went out to bid during the fall of 2004 on a new, three-year, \$3.6 million advertising and marketing contract. The Contractor assists OTS in campaign development, media buys, advertising services, and various other marketing projects that are designed to assist the state create awareness of traffic safety programs and initiatives and reach its goal of reducing fatalities and injuries due to traffic crashes.

## ***III. TASKS***

### ***TASK 1 - PUBLIC RELATIONS (\$658,500)***

**157**

#### **OTS TRACKS**

The Office's flagship and award-winning quarterly publication, OTS Tracks, is now in its 12<sup>th</sup> year of production. Its audience is more than 7,000 traffic safety practitioners, law enforcement and fire departments, members of the media, legislators, and community-based organizations. Content includes thought-provoking guest commentaries from local grantees, as well as quarterly perspectives from the Secretary of Business, Transportation & Housing Agency, and the Director of OTS.

#### **OTS WEB SITE**

The OTS Web site ([www.ots.ca.gov](http://www.ots.ca.gov)) features an enhanced, retooled look as the Internet has evolved into a primary tool for the gathering of information and timely data. Law enforcement agencies are increasingly reliant on the Web site for topical information on everything from grant application announcements to new data on a plethora of traffic safety subjects, and the latest on media events; and, consistent with new technological innovations in the way we get the news, the news media is using the OTS site as a valued resource. During the first quarter of 2004, visitor hits on the site totaled 48,400, a 30 percent gain over the same period a year ago. And, 169,142 hits were registered for the year, a solid 18 percent increase over 2002.

## **MEDIA RELATIONS**

Bringing together expert resources in Media Relations, Public Affairs and community outreach, OTS Public Affairs offers an array of services, including: Media Relations, Marketing, Event Logistics, Creative Writing, and Campaign Management.

OTS Public Affairs is a “one-stop shop” resource for all of its grantees, whether organizing a media event, or assisting in garnering earned media through placement of specialty stories or op/eds. The Office also works with the National Highway Traffic Safety Administration on media buys surrounding high-profile DUI and seat belt enforcement campaigns. The Office also assists all grantees in crafting news releases and press advisories, as the need arises.

## **GRANTEE SUPPORT**

Integrating media into all grant programs on the local level is key goal and objective in OTS Public Affairs. The office routinely assists grantees in the execution of media events, framing key messages, and arranging media interviews. In addition, OTS Public Affairs directs the message on news releases and op/eds penned by local grantees and community-based organizations.

## **TRAFFIC ALLIANCE FOR A SAFER CALIFORNIA (TASC)**

OTS facilitates an established cross section of groups and organizations that share a common bond of interest in traffic safety through TASC. Activities include networking and information sharing, annual meetings, development of an annual product such as a special event and/or study and providing members as resources for local community/business outreach.

## **MISCELLANEOUS PUBLIC RELATIONS SUPPORT**

### **157(b)**

#### **OP0210 - CALIFORNIA HIGHWAY PATROL**

In fiscal year 2005, the California Highway Patrol, Office of Traffic Safety, and local law enforcement agencies will jointly begin the third phase of the \$3.4 million California Seatbelt Compliance Campaign (CSCC), designed to boost statewide seat belt use rate to 94 percent by June 2005. The campaign includes two weeks in May and one week in August and September, 2004 as part of the semiannual ABC Buckle Up America mobilization nationwide. Approximately \$2 million was applied to 189 local mini-grants; the remaining \$1.3 million used for a 4-week statewide public awareness effort in May to get the word out. In August and September, only earned media will be used.

## ***TASK 2 - PAID ADVERTISING (\$351,500)***

### **157**

#### **CAMPAIGNS**

During 2004 and 2005, OTS Public Affairs is embarking on more high-profile advertising buys that will have a targeted, direct impact on specific audiences. For example, OTS and its public affairs contractor, Ogilvy Public Relations Worldwide, produced “Baggy Pants,” a high-quality 60-second video PSA that focuses on seat belt fines tripling in California. The PSA was distributed to more than 100 statewide televisions and included a targeted media buy in the Sacramento region. It is anticipated that the PSA will get wide coverage throughout the year, complementing statewide efforts to increase California's seat belt use

rate. Other campaigns include December's Drunk and Drugged Driving Prevention Month (December), Child Passenger Safety Week (February), and holiday DUI enforcement campaigns around the state's four major holiday periods: Christmas/New Year's, Memorial Day, Independence Day, and Labor Day weekend.

The following table reflects projects with paid media in their budgets:

<b>Project No.</b>	<b>Agency</b>
AL0228	Superior Court of California, Sacramento County
AL0308	California State University, Fresno
AL0369	San Diego Police Department
AL0390	The Regents of the University of California, Davis Campus
AL0406	San Mateo County
AL0444	Pleasanton
AL0451	San Diego State University
AL0456	Santa Clara County
AL0459	Santa Rosa Police Department
AL0462	Suisun City Police Department
AL0465	Tracy Police Department
AL0468	Victorville
AL0503	Anderson
AL0514	Citrus Heights Police Department
AL0516	South Lake Tahoe
AL0517	Victorville Police Department
AL0528	Escondido
AL0532	Fortuna Police Department
AL0559	Perris Police Department
AL0560	Petaluma Police Department
AL0565	Roseville
AL0567	Sacramento Police Department
AL0571	San Diego
AL0582	Tulare County Health and Human Services Agency
AL0591	Eureka Police Department
AL0592	Auburn
AL0593	Oroville
AL0595	Redding
CB0302	Humboldt County Department of Health
CB0405	Monterey County Health Department
CB0411	Shasta County
CB0503	Shasta County
EM0506	Los Angeles Mayor's Office
OP0514	California Highway Patrol
OP0502	Citrus Heights Police Department
OP0506	Inyo County Superintendent of Schools
PS0311	Los Angeles County
PT0401	Brentwood
PT0427	California Highway Patrol
PT0505	Bishop Police Department

<b>Project No.</b>	<b>Agency</b>
PT0506	Blythe Police Department
PT0511	California Highway Patrol
PT0530	Los Angeles Department of Transportation
PT0544	Sacramento County Sheriff
PT0553	Sonoma County Health Department
RS0504	California Department of Transportation
RS0519	Santa Clara County

### ***TASK 3 - MARKETING (\$145,000)***

**157**

#### **PARTNERSHIPS**

OTS has an established track record of developing successful partnerships to raise awareness of important traffic safety issues. OTS partners represent a variety of community groups, industry representatives, local, regional and state government agencies and, business and industry.

Public/Private partnerships are very important to OTS' long-term planning. These partnerships are designed to augment resources, extend outreach to diverse audiences and at-risk communities, and extend marketing opportunities. Past partners have supported Teen anti-DUI programs, Drunk and Drugged Driving Prevention (3D) Month, Child Passenger Safety, safety belt use, and bicycle and pedestrian issues, to name a few. OTS will build upon existing partnerships and forge new alliances to support and facilitate its own conferences, meetings and community events. In 2005, OTS will host the OTS Super Summit, scheduled May 1-5, 2005 in San Diego.

#### **SPORTS AND ENTERTAINMENT MARKETING**

Now in its 8<sup>th</sup> year, OTS Sports & Entertainment Marketing program has become a national model. During 2004, the program featured venues that include professional baseball, soccer, concerts, and a first-ever appearance at Fleet Week in San Francisco. In addition, traffic safety collateral material was made available to concertgoers at several other concerts and entertainment venues. 2004 Events included the following: Fresno Grizzlies (April 29); Sacramento River Cats (June 16); SleepTrain Amphitheatre concerts (June 21); Los Angeles Galaxy (June 23); Anaheim Angels (July 26); San Diego Padres (August 16); San Francisco Giants (August 22); San Jose Earthquakes (Sept. 8) and Fleet Week (San Francisco Oct. 9-10).

**FISCAL YEAR 2005 PROGRAM FUNDING  
(PUBLIC RELATIONS, ADVERTISING AND MARKETING)**

Task	Title	Major Cost Items						
1	Public Relations	Contractual Services						
2	Paid Advertising	Contractual Services						
3	Marketing	Contractual Services						
Program	Task No/	Funding Sources/Codes						Estimated
Code	Agency	157	163	402	405	410	411	Agency
								Contribution
VAR	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$685,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PM	2 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$351,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VAR	3 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$145,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>PSP TOTALS</b>								
<b>LOCAL:</b>		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>STATE:</b>		\$1,182,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

# PEDESTRIAN AND BICYCLE SAFETY

## ***I. PROGRAM OVERVIEW***

### **Pedestrian Safety**

Statistics indicate there is a constant need to improve pedestrian safety:

- The Federal Highway Administration reports that a motorist injures or kills a pedestrian every seven minutes in the United States.
- In California, pedestrian-involved collisions make up 17 percent of the State's fatal collisions. Too often, the victims are children and senior citizens.

Creating more pedestrian-friendly communities and reducing the 700 deaths and 14,000 pedestrian injuries has become one of the hottest public safety and quality of life topics in California today. Safe Routes to School has become popular both within California and at the national level. While two thirds of kids walked to school just thirty years ago, today far fewer do, largely because of parent fears about traffic and crime.

Neighborhood residents are taking aim at speeders and cut through traffic by employing a host of street design techniques and state of the art equipment known as traffic calming. Many California communities including Oakland, Glendale, Sacramento, Santa Monica, Palo Alto, Escalon, and San Francisco have been using traffic calming measures to slow the speed of traffic on residential streets, reduce traffic injuries and fatalities and improve the quality of life for everyone involved.

In 2003, a total of 13,954 pedestrians were injured and 713 were killed statewide.

- Pedestrians represent 16.9 percent of all fatalities and 4.5 percent of all injuries.
- 20 percent of all 14,667 pedestrian victims were between the ages of 5-14.
- 10.7 percent of all pedestrian victims were 65 years of age or older.
- The age group most affected by injuries as pedestrians was the 5-14 years of age bracket with a total of 2,913 victims statewide (20.9 percent of all injured pedestrian victims). Among children age 14 and younger who are struck by vehicles, almost eight of ten incidents occur during daylight hours, dawn to dusk. Most child-pedestrian mishaps occur on residential streets within a short distance of the victim's home and/or school.
- The age group most affected by fatalities as pedestrians was the 35-44 years of age bracket with a total of 103 victims statewide (14.4 percent of all fatal pedestrian victims).
- The need to continue the efforts to address pedestrian safety among populations for which English is not their first language is alarming. In some communities, almost 100 percent of the pedestrian victims are non-English speakers. The last census showed a dramatic change in demographics in the last ten years, resulting in an increase in pedestrian population unfamiliar with the rules of the road, signage, and traffic management systems.

- School zones have been identified as danger zones for aggressive driving habits and behaviors. Communities have taken ownership of these areas by partnering with law enforcement, school officials, community based organizations, advocacy groups, parent-teacher associations, engineers and others to increase safety around local schools and decrease the alarming number of children who are killed or injured on their way to and from school.
- The new technology geared toward increased pedestrian safety warrants testing, implementation and evaluation. The efficiency of these devices is identified in some of the funded programs. The strategy toward pedestrian safety includes active school zone signs and in-pavement lighted crosswalks.

	1997	1998	1999	2000	2001	2002	2003
<b>TOTAL VICTIMS</b>							
<b>Killed</b>	3,671	3,459	3,559	3,730	3,926	4,136	4,227
<b>Injured</b>	284,871	290,698	288,727	303,023	305,907	309,407	306,688
<b>TOTAL PEDESTRIANS</b>							
<b>Killed</b>	782	698	688	689	721	702	713
<i>Percent of Total Persons Killed</i>	21.30%	20.18%	19.33%	18.5%	18.37%	16.97%	16.87%
<b>Injured</b>	14,988	14,660	14,346	14,506	14,545	14,377	13,954
<i>Percent of Total Persons Injured</i>	5.26%	5.04%	4.97%	4.8%	4.76%	4.65%	4.55%
<b>PEDESTRIANS UNDER 15 YEARS OF AGE</b>							
<b>Killed</b>	84	55	86	64	72	60	61
<i>Percent of Total Persons Killed</i>	2.29%	1.59%	2.42%	1.72%	1.83%	1.45%	1.44%
<b>Injured</b>	4,666	4,407	4,231	4,310	4,161	3,980	3,569
<i>Percent of Total Persons Injured</i>	1.64%	1.52%	1.47%	1.43%	1.36%	1.29%	1.16%
<b>PEDESTRIANS 65+</b>							
<b>Killed</b>	207	179	151	186	179	172	191
<i>Percent of Total Persons Killed</i>	5.64%	5.17%	4.24%	4.99%	4.56%	4.16%	4.52%
<b>Injured</b>	1,386	1,332	1,320	1,337	1,320	1,353	1,373
<i>Percent of Total Persons Injured</i>	0.49%	0.46%	0.46%	0.45%	0.43%	0.44%	0.45%

## Bicycle Safety

Following the rules of the roads while riding a bicycle may increase the chances of avoiding traffic collisions with vehicles. Bicycle or safety helmets have been shown to significantly reduce the risk of head and brain injury. In fact, it is estimated that as many as seven out of every eight bicycle related fatalities among children could have been prevented with a bicycle helmet.

In 2003:

- Bicyclists represent almost three percent of all fatalities and 3.5 percent of all injuries.
- 25.1 percent of bicyclists killed and injured were under age 15.



- Adults continue to represent a significant segment of the population “at-risk” for injury in a collision. Environmental issues, health concerns and increased traffic congestion have driven many communities and individuals to emphasize alternative means of commuting. Programs originated by employers, environmental groups, the healthcare community, and others encourage cycling among adults. As a result, it is not uncommon to find more adults riding bicycles.

	1997	1998	1999	2000	2001	2002	2003
<b>TOTAL VICTIMS</b>							
<b>Killed</b>	3,671	3,459	3,559	3,730	3,926	4,136	4,227
<b>Injured</b>	284,871	290,698	288,727	303,023	305,907	309,407	306,688
<b>TOTAL BICYCLISTS</b>							
<b>Killed</b>	115	107	118	116	116	125	124
<i>Percent of Total Persons Killed</i>	3.13%	3.09%	3.32%	3.11%	2.96%	3.02%	2.93%
<b>Injured</b>	13,441	12,152	12,254	12,145	11,412	11,462	10,795
<i>Percent of Total Persons Injured</i>	4.72%	4.18%	4.24%	4.01%	3.73%	3.70%	3.52%
<b>BICYCLISTS UNDER 15 YEARS OF AGE</b>							
<b>Killed</b>	18	15	11	21	11	19	15
<i>Percent of Total Persons Killed</i>	0.49%	0.43%	0.31%	0.57%	0.28%	0.46%	.35%
<b>Injured</b>	3,909	3,410	3,555	3,224	2,725	3,080	2,725
<i>Percent of Total Persons Injured</i>	1.37%	1.17%	1.23%	1.07%	0.89%	1.00%	0.89%

## II. ACTION PLANS

Motor vehicle traffic poses a serious threat to children in neighborhoods, or near schools and parks. In order to achieve a safe environment for bicyclists and pedestrians, efforts need to be made toward the following goals:

- Motor vehicle operation to be strictly regulated
- Traffic laws to be complied with by all users

By changing behaviors, motor vehicle crashes, injuries and fatalities would decline significantly, as well as crimes of all kinds, especially in residential areas. Parents have the need to feel at ease with the notion of their children playing outside, enjoying their neighborhood.

The following overall action plan would prompt a behavioral change toward realizing the goal of a safer environment for bicyclists and pedestrians:

1. Driver Behavior: Ensure that all drivers are careful and responsible.
2. Vehicle Speeds: Control motor vehicle speeds in neighborhood, school, and shopping areas.
3. Environmental Design: Plan and design neighborhoods to reduce the threat of traffic collisions.

#### 4. Enforcement: Improve policing and enforcement.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS “Blueprint” contain additional recommended “best practice” countermeasures*):

#### **Public Information and Education**

- To encourage state and local stakeholders (public or private resources) to promote bicycle and pedestrian safety education.
- To identify the groups at-risk in each targeted community and develop programs age and/or cultural specific.
- To promote safety helmet use for all bicyclists, skateboarders, skaters and scooter riders, regardless of age.
- To instill safe practices to children of all ages, especially those students walking or bicycling to and from school.
- To emphasize through the application of state of the art equipment and enforcement, traffic safety at school zones for pedestrians and motorists.
- To foster partnerships with the United States Air Force, the United States Navy and sports figures for promoting safety helmet usage.

#### **Enforcement**

- To promote and encourage the enforcement of the safety helmet and pedestrian laws.
- To implement court diversion classes for safety helmet law violators.

#### **Health and Medical**

- To promote preventive traffic safety programs through the health care industry and other governmental agencies dealing with the transportation of children.
- To provide informational sessions to medical personnel and community service staff on new laws and the proper use of safety equipment.

#### **School and Community Programs**

- To promote the implementation of safety helmet distribution programs and training on the proper fitting of safety helmets.
- To promote interactive educational programs that increase pedestrian and bicyclist skills and helmet compliance.

#### **Engineering Programs**

- To encourage engineers to consider traffic calming designs and equipment to promote pedestrian and bicycle friendly environments.

- To identify causes of pedestrian or bicycle crashes through the improvement of the collection of data.
- To encourage engineers to work in conjunction with local law enforcement agencies to improve pedestrian and bicycle safety in their community.

### **Special Populations**

- To identify the challenges of targeted audiences and adapt programs to their needs.

## **III. Tasks**

### ***TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION***

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

### ***TASK 2 - PEDESTRIAN AND BICYCLE SAFETY PROGRAMS***

This task provides funds for projects that target bicycle and pedestrian safety through the school system and local communities. Activities to be conducted for these projects include traffic safety rodeos at schools and community events; traffic safety workshops tailored for targeted audience; public awareness campaigns (public service announcements, billboards, pamphlets, etc.); helmet distribution programs; bicycle and pedestrian diversion alternatives for cited youth; and increased enforcement around schools. The main goals of these projects are to decrease the number of fatal and injured victims resulting from traffic collisions with bicyclists and/or pedestrians, and to increase public awareness of traffic safety practices for pedestrians, bicyclists and motorists.

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Project No.	Agency	TARGET AUDIENCE			ACTIVITIES			2005 Funds
		Youth	Seniors	General	Rodeos Workshops	Helmets	Public Information/Multicultural	
PS0310	Lodi	Yes	Yes	No	Yes	Yes	Yes/No	\$16,042
PS0409	Lancaster	Yes	No	No	Yes	No	No/No	\$15,000
PS0415	Riverside	Yes	No	No	No	Yes	No/Yes	\$95,882
PS0416	Sacramento	Yes	Yes	Yes	Yes	Yes	Yes/Yes	\$12,700
PS0422	Tulare	Yes	No	No	Yes	Yes	Yes	\$207,648

Project No.	Agency	TARGET AUDIENCE			ACTIVITIES			2005 Funds
		Youth	Seniors	General	Rodeos Workshops	Helmets	Public Information/Multicultural	
PS0503	Burbank	Yes	No	No	Yes	Yes	No/Yes	\$65,000
PS0511	Coronado	Yes	Yes	Yes	Yes	Yes	Yes/No	\$74,247
PS0516	Glendora	Yes	No	Yes	No	No	No/No	\$92,500
PS0517	Grant School District	Yes	No	Yes	No	Yes	Yes/No	\$9,500
PS0518	Imperial Beach	No	No	Yes	Yes	No	Yes/No	\$34,160
PS0519	Los Angeles	Yes	No	Yes	Yes	No	Yes/Yes	\$232,000
PS0520	Los Angeles County	Yes	No	No	Yes	No	No/Yes	\$150,000
PS0524	Oakland	Yes	No	No	Yes	Yes	No/Yes	\$60,000
PS0529	San Jose	Yes	No	No	Yes	Yes	No/Yes	\$140,130

### ***TASK 3 - PEDESTRIAN AND BICYCLE SAFETY PROGRAMS FOR POPULATIONS AT RISK***

These bicycle and pedestrian safety programs will target populations identified to be at most risk in local communities. Activities for these projects include traffic safety rodeos, assemblies, workshops, multilingual public information and awareness efforts, incentives/promotional items, distribution of safety helmets, and selective enforcement.

Project No.	Agency	Target Populations At Risk	Rodeos/ Workshops	Equipment	Multicultural Public Information	2005 Funds
PS0401	Alhambra	Asian & Latino (pedestrians)	Yes/Yes	N/A	Yes (posters/media)	\$16,872.95
PS0413	Monterey Park	Seniors/Asian	Yes/Yes	N/A	Yes (PSAs)	\$3,300

Project No.	Agency	Target Populations At Risk	Rodeos/ Workshops	Equipment	Multicultural Public Information	2005 Funds
PS0525	Riverside	School Children	No/No	1 Bus Camera System	Yes	\$79,000
PS0528	San Diego State Univ.	Older Drivers	No/Yes	N/A	Yes	\$274,856
PS0534	San Mateo	Latino (pedestrians)	Yes/Yes	2 Changeable Message Signs	Yes	\$83,700

#### **TASK 4 - COMPREHENSIVE TRAFFIC SAFETY PROGRAMS**

These programs exercise multiple approaches in addressing more than one traffic safety need. These include media activity, traffic safety rodeos, presentations, and enforcement geared to focus on more than one traffic safety area.

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##### **PS0414 - POMONA POLICE DEPARTMENT**

###### **PEDESTRIAN SAFETY AND EDUCATION PROJECT**

The Pomona Police Department will increase enforcement details and education. This grant will allow the entire traffic bureau, along with uniformed patrol officers, to conduct concentrated patrols and special operations. In addition, it will provide up to date educational fliers and brochures for distribution to the local schools and other companies in the city to educate them about laws, safety issues, current safe routes, and other pedestrian related issues. (\$55,118)

##### **PS0423 - SANTA CLARA COUNTY**

###### **COMPREHENSIVE PEDESTRIAN, BICYCLE, AND INTERSECTION SAFETY PROGRAM**

The project provides funds for personnel, contractual services, travel expenses, promotional materials, and a public information campaign. Project activities include educational presentations, public information campaigns, and to distribute and properly fit safety helmets. (\$150,000)

##### **PS0532 - TWIN CITIES POLICE DEPARTMENT**

###### **ENCOURAGING SAFE BEHAVIOR ON OUR STREETS**

Twin Cities (Larkspur/ Corte Madera) Police Department Traffic Unit during directed enforcement periods will use DVD camcorders to record violations. In addition, the video will be used to show violators their errant driving/riding practices. By integrating audio/visual data technology into the enforcement environment, violators will be given an opportunity for immediate feedback on their violations and an immediate opportunity to modify behavior and perceptions. (\$15,000)

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##### **PS0530 – SANTA ANA**

###### **SANTA ANA INTERAGENCY PEDESTRIAN SAFETY PROGRAM**

The Traffic Engineering Department will contract with a local consultant to provide pedestrian education through the "Moving Violator" program to school aged children and senior citizens in the area. Radar Trailers will be placed throughout the city in high speed and high pedestrian traffic locations. Pedestrian Countdown Heads will be installed at the top 50 intersections in the city to warn pedestrians of the time left to cross the intersection. The Police Department with Traffic Engineering will identify pedestrian and roadway safety issues in the city and officers on overtime will be deployed to enforce school zones and other pedestrian safety violations. (\$200,000)

**PS0506 - LONG BEACH****INTERAGENCY PEDESTRIAN AND BICYCLE SAFETY PROGRAM**

The project will fund vehicle speed feedback signs at key locations with high reported occurrences of pedestrian and bicycle victims. In addition, the project will fund the police department to conduct enforcement in school zones and other areas of the city. The public information campaign will consist of educational banners to be developed and placed on existing poles throughout the city. (\$241,000)

***TASK 5 - STATEWIDE BICYCLE AND PEDESTRIAN SAFETY PROGRAMS***

These programs target the enhancement of bicycle and pedestrian safety throughout the State.

**PS0303 - SAN DIEGO STATE UNIVERSITY****IMPLEMENTATION OF OLDER ADULTS AND TRAFFIC SAFETY TASK FORCE RECOMMENDATION PROGRAM**

The project provides funds for personnel, travel, meeting room space, printing and postage. Project activities include selecting and prioritizing recommendations from the California Strategic Framework for Traffic Safety Among Older Adults report and developing a statewide implementation plan for these recommendations. The California Highway Patrol is acting as the lead agency to coordinate other state agencies to implement these recommendations statewide. The goal of this project is to develop strategies for reducing traffic-related injuries among older Californians and to lay the groundwork for implementing these strategies. (\$46,362)

**PS0404 - CALIFORNIA HIGHWAY PATROL****PEDESTRIAN CORRIDOR SAFETY PROGRAM, PHASE V**

The goal of this statewide project is to reduce pedestrian-involved fatal and injury collisions on one selected corridor. Project activities include both a public awareness campaign and enhanced enforcement directed at reducing collisions on one corridor to be selected. A local task force will convene for the corridor to identify at least four factors negatively impacting pedestrian safety on the respective corridor, and to identify potential short-and/or long-term solutions. Once the potential solutions are identified, the task force will work to implement at least two of the solutions on the corridor. (\$226,312.88 for local benefit)

**PS0501 - CALIFORNIA DEPARTMENT OF TRANSPORTATION****CALIFORNIA BLUEPRINT TASKFORCE**

This project will create a team of transportation professionals, advocates, and policy makers to monitor, guide and promote implementation of the California Blueprint for Bicycling and Walking. (\$100,000)

**TASK 6 - EQUIPMENT PROGRAMS**

Programs under this task will provide equipment with the overall goal of reducing the number of fatal and injury collisions involving pedestrians in their jurisdictions.

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PROJECT	AGENCY	PROPERTY FUNDED	2005 FUNDS
PS0315	Redlands PD	N/A	\$0
PS0406	Eureka DPW	N/A	\$0
PS0419	San Francisco	N/A	\$83,352
PS0537	Fairfield	4 Radar Display Signs 4 Pedestrian Countdown Heads	\$61,650

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PROJECT	AGENCY	PROPERTY FUNDED	2005 FUNDS
PS0405	El Monte	5 Lighted Crosswalks	\$0
PS0411	Los Angeles	20 Lighted Crosswalks	\$400,000
PS0412	Modesto	3 Lighted Crosswalks	\$60,000
PS0507	Long Beach	200 Pedestrian Countdown Heads	\$70,000
PS0508	Oakland	Pedestrian Countdown Heads for 30 signalized intersections	\$130,000
PS0526	San Carlos and Belmont PD (joint)	Pedestrian Countdown Heads for 24 intersections 1 lighted crosswalk 1 radar speed display	\$56,600
PS0536	Chino	128 Pedestrian Countdown Heads	\$42,000

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PROJECT	AGENCY	PROPERTY FUNDED	2005 FUNDS
PS0502	Chowchilla	2 Lighted Crosswalks	\$40,850
PS0504	Irvine	2 Lighted Crosswalks	\$56,400
PS0505	La Habra	10 Changeable Radar Signs	\$75,000
PS0509	Pasadena	3 Lighted Crosswalks	\$90,000
PS0510	San Fernando	2 Lighted Crosswalks	\$62,000
PS0512	Daly City	3 Lighted Crosswalks Tattle Tale intersection lights	\$124,000
PS0513	Fowler	Flashing Beacons	\$28,500
PS0514	Fullerton	18 Active Speed Feedback Signs	\$152,000
PS0515	Glendale	4 Lighted Crosswalks	\$104,000
PS0521	Merced County	1 In-pavement Roadway	\$15,000
PS0522	Montclair	1 Lighted Crosswalk	\$23,000
PS0527	San Diego County	8 vehicle feedback signs, 2 lighted Crosswalks	\$101,500

<b>PROJECT</b>	<b>AGENCY</b>	<b>PROPERTY FUNDED</b>	<b>2005 FUNDS</b>
PS0531	South San Francisco	6 Radar Signs	\$64,500
PS0535	Avalon	Flashing Beacon	\$6,000

#### ***TASK 7 - ENHANCED TRAFFIC SAFETY ANALYSIS***

These programs provide data analysis of traffic patterns to develop traffic safety strategies for safer walkable and cycling communities. No projects are planned for FFY 2005 under this task.

#### ***TASK 8 - BICYCLE AND PEDESTRIAN SAFETY SOCIAL MARKETING CAMPAIGNS***

Projects funded under this task will develop and implement social marketing campaigns designed to promote bicycle and pedestrian safety, and increase overall traffic safety awareness.

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#### **PS0311 - LOS ANGELES COUNTY**

##### **PEDESTRIAN SAFETY SOCIAL MARKETING (PSSM) CAMPAIGN**

This project provides funds to contract with a public relations and advertising firm to carryout messages to encourage safe pedestrian practices and vehicle driver behaviors. After careful selection of the contractor, the project is finally on its way to provide effective marketing and advertising strategies designed for the young audience via various media sources throughout Los Angeles County. Multilanguage media will be facilitated in identified target areas. (\$0)



**FISCAL YEAR 2005 PROGRAM FUNDING  
(PEDESTRIAN/BICYCLE SAFETY PROGRAMS)**

Task	Title		Major Cost Items					
1	Program Development and Administrative Coordination		Personnel and Operating Expenses					
2	Pedestrian and Bicycle Safety Programs		Personnel, Educational Materials, Travel, Office Expenses, Bicycle Rodeos, Curriculum Development, Survey and Evaluation, Bicycle Helmets					
3	Pedestrian and Bicycle Safety Programs for Populations at Risk		Personnel, Bicycle Rodeos, Educational Materials, Promotionals, Travel, Bicycle Helmets, Software, PI&E Campaigns,					
4	Comprehensive Traffic Safety Programs		Personnel, Educational Materials, Bicycle Events & Rodeos, Training, Helmets, Promotionals, PI&E Campaigns, Translation, Computer Equipment, Speed Trailer and Radar					
5	Statewide Bicycle and Pedestrian Safety Programs		Personnel, Travel, Brochures, Indirect Costs					

Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	402	405	410	411	
PS	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$198,210.00	\$0.00	\$0.00	\$0.00	\$0.00
PS	2 Local	\$347,272.00	\$0.00	\$857,537.00	\$0.00	\$0.00	\$0.00	\$96,031.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PS	3 Local	\$20,172.95	\$0.00	\$162,700.00	\$0.00	\$0.00	\$0.00	\$271,044.00
	State	\$0.00	\$0.00	\$274,856.00	\$0.00	\$0.00	\$0.00	\$0.00
PS	4 Local	\$220,118.00	\$200,000.00	\$241,000.00	\$0.00	\$0.00	\$0.00	\$124,609.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PS	5 Local	\$0.00	\$226,312.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,990.00

**FISCAL YEAR 2005 PROGRAM FUNDING  
(PEDESTRIAN/BICYCLE SAFETY PROGRAMS)**

Task	Title		Major Cost Items					
6	Equipment Programs		In-Pavement Lighted Crosswalk Systems, Active School Zone Signs					
7	Enhanced Traffic Safety Analysis		Personnel, Training, Computer Hardware & Software					
8	Bicycle and Pedestrian Safety Social Marketing Campaigns		Personnel, Contractual Services, Travel					
Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	402	405	410	411	
PS	6 Local	\$145,001.57	\$698,600.00	\$942,750.00	\$0.00	\$0.00	\$0.00	\$135,493.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PS	7 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PS	8 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>PSP TOTALS</b>								
<b>LOCAL:</b>		\$732,564.52	\$1,124,912.88	\$2,203,987.00	\$0.00	\$0.00	\$0.00	\$637,177.00
<b>STATE:</b>		\$0.00	\$100,000.00	\$473,066.00	\$0.00	\$0.00	\$0.00	\$11,990.00

# POLICE TRAFFIC SERVICES

## I. PROGRAM OVERVIEW

Every year, nearly 75 percent of fatal and injury-combined collisions involve the top five Primary Collision Factors (PCF): driving under the influence (DUI), speed, auto right-of-way, stop signs, and signals and improper turning (see PCF Table).

Alcohol is the number one PCF in fatal crashes. In 2003, 32,728 people were killed or injured in alcohol-involved crashes. Alcohol-involved fatalities increased 2.0 percent in 2003 from 1,416 to 1,445 but traffic injuries involving alcohol decreased 2.5 percent. This is the sixth year in a row that the number of people killed in alcohol-involved crashes increased from the prior years, but the first time since 1998 injuries decreased. In 2003, an alcohol-involved fatal collision occurred every six hours fifty-two minutes. The National Highway Traffic Safety Administration (NHTSA) estimates two out of every five drivers will be involved in an alcohol related collision during their lifetime.

Speed is consistently the top PCF annually for fatal and injury collisions. In 2003, unsafe speed was the PCF in 28.3 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed increased slightly from 2002 to 2003.

### PRIMARY COLLISION FACTORS

Primary Collision Factor	2002		2003	
	Fatal	Injury	Fatal	Injury
1. Driving Under the Influence	758	14,195	748	14,290
2. Improper Turning	632	23,065	730	24,490
3. Speed	556	57,070	571	58,071
4. Auto Right-of-Way	296	38,074	277	37,237
5. Stop Signs & Signals	191	17,971	201	17,598
<b>Total</b>	<b>2,433</b>	<b>150,375</b>	<b>2,527</b>	<b>151,686</b>
<b>Total Fatal and Injury Collisions</b>	<b>152,808</b>		<b>154,213</b>	

### TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2003	Fatalities	Injuries
<b>Injuries and Fatalities</b>	4,227	306,688
<b>Total Fatalities and Injuries</b>	<b>310,915</b>	

Traffic-related fatalities and injuries decreased 1.2 percent in 2003. California's 2003 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) slightly increased from 1.27 in 2002 to 1.30 (provisional figure) in 2003. This is the fourth year in a row that the MDR increased after decreasing every year since 1986, however, 1.30 is well below the national MDR average of 1.51. Since 1990, California's MDR has decreased from 2.0 to 1.28 while there was an increase of 57.5 billion in motor vehicles miles traveled.

Compliance with California's seat belt law increased slightly to 91.2 percent in 2003. However, in 2003, 43.6 percent of all vehicle occupants killed were not wearing seat belts. Occupants wearing seat belts could have prevented almost half the fatalities and serious injuries (NHTSA Sudden Impact, *An Occupant Protection Fact Book*).

In 2003, motor vehicle collisions killed 55 vehicle occupants under age four and injured 4,017 vehicle occupants under age four. When used correctly, child safety seats are 71 percent effective in preventing fatalities, 67 percent in reducing the need for hospitalization and 50 percent effective in preventing injuries (NHTSA, *Occupant Protection Idea Sampler 1994*).

The topic of aggressive driving has received an enormous amount of attention from the media and law enforcement agencies nationwide. According to results of a statewide survey conducted by the California Highway Patrol (CHP) in 1999, there is a direct correlation between the incidence of aggressive driving and congestion.

OTS and CHP recognize two definitions of aggressive driving. Simple aggressive driving (committed by a majority of motorists) which involves such vehicle code violations as speed, weaving in and out of traffic, unsafe lane changes, driving the shoulder, unsafe passing, cutting the gore point, following too closely, or reckless driving. The second category is known as violent aggressive driving (road rage), which involves physical altercations between drivers, running another motorist off the road, brandishing a weapon, ramming or clipping another vehicle, throwing objects from a vehicle (at another person or vehicle), or a physical confrontation between motorists.

NHTSA reports that 25 percent of all police reported crashes involve some sort of driver inattention and driver distraction accounts for 50 percent of these collisions. Major driver distractions include eating or drinking, putting on make-up, reading, adjusting the radio, cassette, or CD, and dialing or talking on a cellular phone.

## **II. ACTION PLANS**

Police Traffic Services (PTS) is an essential element in any state or community traffic safety program. With few exceptions, other program components depend on the participation and cooperation of the enforcement community. Police departments should improve and broaden the level and quality of this cooperative effort to the maximum extent possible. Besides giving law enforcement agencies the ability to start effective selective traffic enforcement and education programs (STEEPs), PTS projects include training and appropriate enforcement of DUI, driver license, and occupant restraint laws.

Local police departments who secure a PTS grant first complete a systematic program that starts with the identification and analysis of specific traffic problems that occur in a community. Grantees categorize collisions by type, Primary Collision Factor, age, and by time and location of their occurrence. An internal assessment of the department's current level of traffic enforcement and education is conducted by comparing their activity with the objectives listed on the "OTS Blueprint." After identifying specific collision related problems and assessing their current level of traffic enforcement and education, police departments develop appropriate performance goals and objectives and depict the personnel and equipment needed to reduce their traffic safety problems.

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$15,000 up to \$600,000 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS "Blueprints" contain additional recommended "best practice" countermeasures*):

- To involve community based organizations in program planning and activities.
- To promote "Cellular 911" reporting of drunk drivers.
- To employ latest technology (e. g., photo radar, red light running cameras, pen-based computers, voice activated software, laser speed measurement devices, sophisticated laptop computers, changeable message signs, geographical information systems (GIS), preliminary alcohol screening (PAS) devices, Evidential Portable Alcohol System devices, and DUI and visible display radar trailers).
- To conduct frequent highly publicized sobriety checkpoints and DUI saturation patrols.
- To increase enforcement operations designed to identify DUI drivers and drivers with suspended or revoked licenses.
- To conduct "stakeouts" of habitual DUI offenders on probation who continue to drive with a suspended or revoked license.
- To develop local "hotlines" to report DUI offenders who continue to drive with a suspended or revoked license.
- To establish DUI warrant service programs targeting habitual DUI offenders who fail to appear in court.
- To increase the misdemeanor prosecution rate for drivers with a suspended or revoked license.
- To use DUI specialty enforcement signs on police vehicles.
- To use "Geographical Information Systems" to identify high collision locations for enforcement and engineering countermeasures.

- To initiate joint police department/neighborhood speed alert programs.
- To utilize unmarked police vehicles to detect aggressive drivers.
- To conduct aggressive enforcement of occupant protection laws.
- To use automated DUI arrest reports to reduce processing time.
- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- To urge judges to support strict enforcement of occupant protection laws; providing information at judges' conferences and traffic adjudication workshops.
- To conduct child safety seat "checkups" to educate parents and caretakers on correct child safety seat usage.

### **III TASKS**

#### ***TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION***

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

#### ***TASK 2 - SELECTIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM (STEEP)***

##### **157/163/164AL/402**

Funds in this task provide for personnel, equipment, and operating costs. The primary goals of this task include the reduction of fatal and injury collisions that are alcohol-involved, speed-related, nighttime, and hit-and-run. Other goals are to increase seat belt, child safety seat, and bicycle helmet usage rates.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. Seven local projects initiated in prior years will be continued into fiscal year 2005 and 32 new projects are planned. (\$5,669,949)

<b>PROJECT NO.</b>	<b>GRANTEE</b>	<b>FY 2005 FEDERAL SHARE</b>	<b>FUND</b>	<b>PROPOSED EQUIPMENT PURCHASES FFY 2005</b>
PT0207	Woodland	\$14,880	157	N/A
PT0315	Los Angeles	\$0	157	N/A
PT0316	Los Banos	\$13,687	157	N/A
PT0408	Capitola	\$18,565	157	N/A
PT0410	Clovis	\$0	157	N/A
PT0413	Corona	\$31,672	157	N/A
PT0417	Lincoln	\$0	157	N/A
PT0418	Mountain View	\$64,000	157	N/A
PT0504	Beaumont	\$121,600	157	Motorcycle
PT0513	Arroyo Grande	\$75,000	157	3 In-Roadway Warning System
PT0517	Costa Mesa	\$298,149	157	Aggressive Driving Vehicle 4 Motorcycles Radar Trailer
PT0523	Indio	\$266,200	157	2 Motorcycles
PT0525	Irwindale	\$171,750	157	Display Trailer LCD Projector
PT0528	Livermore	\$132,000	157	Motorcycle 2 Mounted Feedback Signs Lidar Radar Unit Crosswalk Flashing Device
PT0531	Los Angeles	\$900,000	157	5 DUI Educational Trailers 4 Radar Trailers LCD Projector
PT0534	Murrieta	\$123,000	157	Visual Display Trailer Motorcycle
PT0538	Pismo Beach	\$41,000	157	2 Motorcycles
PT0539	Rancho Cordova	\$330,398	157	DUI Trailer 2 Motorcycles Radar trailer Total Station System
PT0542	Redwood City	\$71,202	157	Message Display/Radar Trailer
PT0543	Riverbank	\$147,686	157	Motorcycle Message Display/Radar Trailer
PT0548	Santa Paula	\$111,069	157	2 Motorcycles
PT0550	Seaside	\$110,000	157	Motorcycle 2 In-Pavement Warning Systems Total Station System
PT0551	Sebastopol	\$152,800	157	2 Motorcycles
PT0558	Vallejo	\$125,000	157	N/A
PT0501	Atwater	\$99,913	402	Motorcycle
PT0506	Blythe	\$33,000	402	N/A
PT0514	Berkeley	\$120,000	402	N/A
PT0516	Clovis	\$231,400	402	2 Motorcycles

PROJECT NO.	GRANTEE	FY 2005 FEDERAL SHARE	FUND	PROPOSED EQUIPMENT PURCHASES FFY 2005
PT0524	Irvine	\$107,000	402	N/A
PT0535	Newark	\$66,663	402	N/A
PT0544	Sacramento	\$96,500	402	2 Portable Message Boards
PT0547	San Francisco	\$130,000	402	N/A
PT0549	Santa Rosa	\$350,000	402	2 Motorcycles
PT0553*	Sonoma County	\$148,000	402	N/A
PT0554	Suisun	\$50,000	402	N/A
PT0559	Monterey Park	\$199,000	402	2 Motorcycles 1 Utility Trailer 1 Driving Simulator Package

**\*PT0553 - SONOMA COUNTY**

**TEEN MOTOR VEHICLE SAFETY PROJECT**

This project is intended to accomplish a reduction in motor vehicle related fatalities and injuries in the teen population in Sonoma County. To achieve the reduction in fatal and injury collisions the Sonoma County Department of Health Services will undertake a social marketing campaign to increase broad community awareness regarding seat belt usage and DUI. Further, the project will educate parents and teens about general motor vehicle safety issues and the provisional licensing law specifically.

***TASK 3 - CALIFORNIA HIGHWAY PATROL***

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS plans to fund five new PTS projects with CHP for fiscal year 2005 and continue 11 other projects that will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

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**PT0072 - CALIFORNIA HIGHWAY PATROL**

**SCHOOL BUS DRIVER APPLICANTS - ELECTRONIC FINGERPRINTING FOR TRAFFIC SAFETY PROJECT**

The project provides funding for at least 51 live scan-fingerprinting devices and two "store and forward" devices. The project addresses the time delay in processing fingerprints of applicants who want to drive school children and developmentally disabled persons. The project goal is to improve the traffic safety offered to transportation industries by reducing by at least 50 percent the time it takes to process driver applicant paperwork by acquiring electronic fingerprinting devices. An analysis will be conducted to determine the most critical CHP areas where electronic fingerprinting devices are needed. (\$0)



**PT0306 - CALIFORNIA HIGHWAY PATROL****IMPROVED COMMERCIAL EFFORTS THROUGH TRAINING, EDUCATION, AND ENFORCEMENT (ICE TEE) PROJECT**

This project provides funding for overtime enforcement and promotional items to focus on reducing commercial vehicle collisions. The overall goals are to reduce truck-at-fault reportable collisions by five percent and to reduce DUI truck-at-fault reportable collisions by five percent. Activities include distributing enforcement overtime, deploying "Drug Recognition Expert" task forces, providing refresher commercial vehicle training to patrol officers, and conducting a public awareness campaign. (\$4,691)

**PT0308 - CALIFORNIA HIGHWAY PATROL****SR 33 CORRIDOR SAFETY PROJECT**

The project provides funding for enforcement overtime, aircraft operational costs, and promotional materials to focus on reducing fatal and injury collision on SR33 within Ventura County. The overall goal is to reduce reportable collisions on SR33 in Ventura County between MPM 00 and 11.19 by ten percent. Activities include convening a task force, identifying four factors that negatively impact traffic safety on the corridor, and implementing two potential solutions. (\$0 for local benefit)

**PT0427 - CALIFORNIA HIGHWAY PATROL****INLAND DIVISION CORRIDOR SAFETY PROJECT (IDCSP) PROJECT**

The project provides funding for the following: peace officer and staff overtime for enforcement and public information campaigns; overtime for helicopter and fixed-wing pilots and observers; graphic designer; senior photographer; television specialist; communications support; and, clerical support. Further, the project provides funding for travel, contractual services for allied agencies, contractual services to the California Department of Transportation, paid media, and equipment. The equipment includes desktop computers, LCD projectors, three solar-powered radar detection displays, and a radar trailer. Other direct costs funded include fees for using task force meeting facilities, promotional materials, educational materials, aircraft operations, corridor signs, traffic radar units, radar trailers, and aircraft operating costs to focus on reducing fatal and injury collisions. The overall goals of the project are to decrease reportable fatal and injury collisions on two segments of Interstate 15 that are under construction by three percent. Activities include public awareness campaign and enhanced enforcement. A local task force will convene for the corridor to identify at least two factors negatively impacting traffic safety on the corridor, and to identify potential short-term, and long-term solutions. Once the potential solutions are identified, the task force will work to implement at least two of the solutions on the corridor. (\$84,404 for local benefit)

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**PT0402 - CALIFORNIA HIGHWAY PATROL****REDDING ACCIDENT REDUCTION ENFORCEMENT (RARE) PROGRAM: STATE ROUTES SR44 AND 299 WEST PROJECT**

The project provides funding for a public awareness campaign and enhanced enforcement directed at reducing by ten percent reportable fatal and injury collisions on both SRs. Local task forces will convene for each SR to identify at least four factors negatively impacting traffic safety on each SR, and to identify potential short-and/or long-term solutions. Once the potential solutions are identified, the task forces will work to implement at least two of the solutions on each SR. Results of the combined law enforcement/public awareness campaign will be published in a Final Report. A Safety Action Plan addressing the traffic safety issues specific to each SR will also be included in the report. (\$21,350 for local benefit)

**PT0403 - CALIFORNIA HIGHWAY PATROL  
CALIFORNIA COLLISION REDUCTION II (CCR II) PROJECT**

The project provides funding for a public awareness campaign, which includes the production of "Red Asphalt," a video that will be used at various traffic safety venues. Funding for enhanced enforcement will focus on reducing the number of reportable fatal and injury collisions by three percent on selected project sites on state highways, as well as reducing the number of victims killed and injured. In addition, the project will strive to decrease the number of reportable collisions in which the victim was not wearing a seatbelt. The focus of the enforcement efforts will be on those violations that most commonly cause collisions. (\$1,156,612)

**PT0404 - CALIFORNIA HIGHWAY PATROL  
SENIOR SAFETY CLASSIQUE PROJECT**

The project provides funding for overtime hours, travel expenses, promotional items, educational materials, and training equipment. The primary goal is to decrease the annual number of reportable driver-at-fault collisions involving seniors age 50 and above. Activities include conducting traffic safety presentations, conducting child passenger safety checkups with emphasis on grandparent participation, and issuing news releases. (\$5,602 for local benefit)

**PT0405 - CALIFORNIA HIGHWAY PATROL  
SAFETY THROUGH COLLISION REDUCTION, EDUCATION, AND ENFORCEMENT (SCREEN)  
PROJECT**

The project provides funding for overtime enforcement, travel expenses, aircraft direct operating expenses, and promotional materials. The overall goal is to decrease truck-at-fault reportable collisions. Project activities distributing enforcement overtime, conducting commercial vehicle training to officers, and conducting a public awareness campaign. (\$671,247)

**PT0406 - CALIFORNIA HIGHWAY PATROL  
STATEWIDE TRAFFIC COLLISION REDUCTION ON COUNTY ROADS II (STCR CR II) PROJECT**

The project provides funding for a public awareness campaign, which includes advising county residents to expect increased enforcement on county roads. Funding for enhanced enforcement will focus on reducing the number of reportable fatal and injury collisions by up to ten percent on county roads. Enforcement efforts will target traffic violations consistent with the top five primary collision factors. (\$569,475)

**PT0407 - CALIFORNIA HIGHWAY PATROL  
SIDESHOWS AND STREET RACING (SSR) PROGRAM**

The program provides funds for personnel, travel and contractual services. Project goals include convening a CHP/OTS Task Force comprised of CHP personnel and local law enforcement personnel from select agencies to develop strategies aimed at addressing illegal street racing statewide. (\$61,004)

**PT0507 - CALIFORNIA HIGHWAY PATROL  
SAFE HIGHWAY COALITIONS PROJECT**

The project aims to reduce vehicle-related fatalities and injuries along four high-collision highway (corridor) segment. This project, with implementation phases beginning March 1, 2005, and ending December 21, 2007, includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local coalitions/task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies, will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The coalitions/task forces will establish specific goals for fatality and injury reduction on each of the four corridors and develop safety action plans for implementing short and or long term solutions individually tailored to each. Educational and promotional materials will be distributed. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$401,675)

**PT0508 - CALIFORNIA HIGHWAY PATROL  
CALIFORNIA BORDER 2 BORDER COLLISION REDUCTION (B2B) PROJECT**

The project focuses on reducing the number of reportable collisions and victims killed and injured in reportable collisions on selected project sites on state highways. Additionally, this project will strive to decrease the number of persons killed and injured in reportable collisions in which the victims was not wearing a seatbelt. Project activities, running from January through December 2005, include both a public information and education effort and enhanced enforcement aimed at reducing reportable collisions by 2 percent (victims killed by 1 percent and victims injured by 1 percent) and the number of victims killed and injured in reportable collisions who were not wearing seatbelts by 2 percent. The focus of the enforcement efforts will be on those violations which most commonly cause collisions. (\$2,108,702)

**PT0509 - CALIFORNIA HIGHWAY PATROL  
COUNTY ROAD COLLISION REDUCTION (CR2) PROJECT**

The project will conduct a one-year, statewide traffic safety effort to reduce the number of injury and fatal victims and reportable collisions occurring on county roads. This will be accomplished by utilizing overtime to increase enforcement, and will target the top five identified collision factors on county roads. Project goals are: 1) to reduce the number of injured victims on county roadways within CHP jurisdictions by 1 percent from the previous three-year (2000-2002) average of 37,486 to 37,111; (2) to reduce the number of fatalities on county roadways within CHP jurisdictions by 1 percent from the previous three year (2000-2002) average of 28,339 to 37,956 by December 31, 2005. Press releases advising county residents of increased enforcement, distribution or promotional materials at local events, and participation in national and local traffic safety promotions will be included in the public awareness/educational campaign. (\$1,238,856)

**PT0510 - CALIFORNIA HIGHWAY PATROL  
OLDER CALIFORNIAN, HISPANIC, AND ASIAN-AMERICAN TRAFFIC SAFETY (OCHAT) PROJECT**

The project will focus and target three specific groups of Californians that currently lack traffic safety awareness programs and that are unique to their needs as communities and individuals. This project will extend traffic safety outreach efforts to older Californian drivers, Hispanic drivers, and Asian American drivers. Project activities running January 2005, through June 2006, include direction of current Older Californian Traffic Safety (OCTS) task

force activities, implementation of task force action items, and an informational link to the existing CHP web site. Additionally, CHP will conduct presentations, demonstrations, and events focusing on driver, pedestrian, and child restraint safety. Educational efforts targeting the Hispanic and Asian American communities will be conducted in their respective languages for better effectiveness and understanding. (\$1,657,703)

**PT0511 - CALIFORNIA HIGHWAY PATROL**

**CAST (COMMERCIAL AWARENESS THROUGH SAFETY AND TRAINING) PROJECT**

This statewide project is to reduce truck-involved reportable fatal and injury collisions. Activities will include a public awareness campaign, commercial refresher training for officers, and enhanced enforcement. Enforcement efforts will focus upon rules-of-the-road violations, which most commonly cause truck-involved collisions. A "corridor" approach to two selected problematic roadway segments (PRS) will also be integrated to comprehensively address issues specific to each PRS. In coordination with the California Department of Transportation, a safety action plan will be developed, and implemented as individual agency resources permit. (\$416,731)

**402**

**PT0145 - CALIFORNIA HIGHWAY PATROL**

**AUTOMATED CITATION DEVICE (ACD) SUPPORT PROGRAM**

The project will support the Ventura County ACD project. The project funds the purchase equipment to maintain the ACD database at CHP in Sacramento and Local Area Network (LAN) interface hardware. The ACD program, in collaboration with CHP and the Judicial Council, will streamline the traffic citation process by reducing the time it takes for an officer to issue a citation. The ACD technology will also serve as model for local police departments attempting to automate their citation-writing process. (\$0)

**PT0560 - CALIFORNIA HIGHWAY PATROL**

**START SMART TEEN DRIVER SAFETY EDUCATION PROGRAM**

This project focuses on providing newly licensed teen drivers age 15-19 with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. The CHP will conduct traffic safety education classes, provide additional education on the top five fatal and injury primary collision factors involving teens, and develop and produce an effective media campaign targeting teen drivers age 15-19.

***TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM***

**157**

**PT0557 – UNIVERSITY OF CALIFORNIA, BERKELEY**

**CALIFORNIA BEST PRACTICES FOR TEEN TRAFFIC SAFETY PROJECT**

The project will work toward OTS statewide goals for alcohol and other drugs by reducing the "had been drinking" (HBD) underage drivers (under 21) represented in fatal and injury collisions. Secondly, the project will also work toward OTS statewide goals to increase the seat belt use by focusing on teens in California. Third, the project will seek to increase the awareness of "best practices" around teen motor vehicle safety issues among traffic safety professionals in California. Ultimately, the project will produce a "Best Practices Guide to Teen Motor Vehicle Injury Prevention." To accomplish completion of the "guide", a thorough study of SWITRS crash data will be undertaken in order to understand differences in teen crash rates, seat belt usage and DUI or HBD rates by geographic, urban and socio-economic areas in California. (\$148,000)

**PT0423 - UNIVERSITY OF CALIFORNIA, BERKELEY  
TRAFFIC SAFETY FORUMS PROJECT**

The Traffic Safety Forums project is designed to reduce traffic crashes resulting in fatalities, injuries and property damage by providing local traffic engineers throughout California with current “best practices” techniques for common, universally difficult traffic safety situations. The forums will provide an opportunity to learn about effective traffic safety techniques, innovations and the forums will also occasion the networking of professionals working towards similar goals. (\$25,261 for local benefit)

**PT0424 - UNIVERSITY OF CALIFORNIA, BERKELEY  
ENFORCEMENT AND ENGINEERING ANALYSIS TEAM PROJECT**

The project will continue to provide technical expertise to execute local traffic engineering and enforcement analysis. The program will be active throughout the State of California. Evaluation visits will be made by teams of experts for the ITS’s Tech Transfer Program. Written analyses documenting the findings and recommendations are provided to host governments. The project also supports the organization of an annual statewide workshop on safety topics of interest to both enforcement and engineering professionals to highlight best practices and encourage information sharing across communities and among disciplines. (\$304,381 for local benefit)

***TASK 5 - AGGRESSIVE DRIVER PROGRAMS***

**PT0420 - SAN DIEGO POLICE DEPARTMENT  
CLOSING THE LOOP ON ILLEGAL STREET RACING IN CALIFORNIA PROJECT**

The project provides funds for contractual services and program expenses. The goals of the project are to continue hosting RaceLegal.com alternative to illegal street racing events and to develop an on-site training program and “How To” manual to help other communities throughout the state develop their own illegal street racing alternative programs. (\$0)

**PT0421 - SAN DIEGO POLICE DEPARTMENT  
DRAG NET PROJECT**

The project provides funds for personnel, travel, contractual services, and presentation equipment. Project activities include street racing enforcement training in San Diego County and throughout southern California, innovative law enforcement, vigorous prosecution, consistent adjudication, public information/education, and participation in RaceLegal.com activities. The project goals are to reduce injuries and deaths resulting from illegal street racing in San Diego County and to provide other California law enforcement agencies with the ability to address illegal street racing in their communities as well. (\$239,708)

**PT0529 - LOS ANGELES COUNTY****CARS 'N' KIDS PROGRAM**

The safety awareness program in Los Angeles County for teens and pre-teens between the ages of 11 and 16 years will be implemented related around collisions caused by young drivers. This program will be driven by traffic safety workshops and car safety rodeos, and will create positive attitudes towards car safety while reinforcing the acceptance of the personal traffic safety responsibility of teens. In addition, the attitudes developed in this project will influence a student's inclination to take responsibility for personal safety.

Through a partnership with Disney/Pixar Studios, a cross traffic safety public information and promotion will be launched in conjunction with the release of the animated film **CARS**, with cast appearances at rodeos and events and pre film trailers featuring a pre-teen driver safety public service announcements with the cast. (\$434,000)

**PT0530 - LOS ANGELES DEPARTMENT OF TRANSPORTATION****WATCH THE ROAD TRAFFIC SAFETY CAMPAIGN**

The campaign is designed to increase the awareness and practice of proper driving, bicycling, and walking behavior in the county of Los Angeles by developing a countywide media campaign focused on changing behavior that contributes to the major categories of crashes. Through targeted messages with millions of exposures, a heightened awareness that will lead to positive changes in road users behaviors is expected to be achieved. (\$750,000)

***TASK 6 - LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS*****157/164AL/402/410**

Twelve projects initiated in prior fiscal years will be continued into fiscal year 2005. Funds are planned for twelve new projects in this task during fiscal year 2005. Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers, changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, and overtime. The primary goals of this task are to increase occupant restraint compliance, traffic safety education, and awareness, and decrease speed and alcohol-involved collisions. (\$1,788,178)

<b>PROJECT NO.</b>	<b>GRANTEE</b>	<b>FY 2005 FEDERAL SHARE</b>	<b>FUND</b>	<b>PROPOSED EQUIPMENT PURCHASES FFY 2005</b>
PT0149*	County of Ventura	\$335,490	157	N/A
PT0321	Santa Monica	\$0	157	N/A
PT0401	Brentwood	\$50,800	157	N/A
PT0409	Cathedral City	\$24,258	157	N/A
PT0411	Commerce	\$13,517	157	N/A
PT0412	Corcoran	\$0	157	N/A
PT0415	Fowler	\$0	157	N/A
PT0416	Hercules	\$0	157	N/A
PT0419	Oakley	\$38,426	157	N/A
PT0422	Signal Hill	\$0	157	N/A
PT0426	Westmorland	\$0	157	N/A
PT0512	CSU Hayward	\$71,000	157	Radar Trailer

PROJECT NO.	GRANTEE	FY 2005 FEDERAL SHARE	FUND	PROPOSED EQUIPMENT PURCHASES FFY 2005
				In-Pavement Crosswalks
PT0522	Hollister	\$70,000	157	N/A
PT0533	Morro Bay	\$66,717	157	Radar Trailer
PT0555	Temecula	\$95,000	157	Message Display/Radar Trailer Motorcycle
PT0503	Banning	\$47,000	402	Motorcycle Radar Trailer
PT0505	Bishop	\$35,300	402	Radar Trailer
PT0518	Davis	\$254,600	402	2 Motorcycles 1 Color Plotter
PT0519	El Camino Community College	\$21,428	402	Message Display/Radar Trailer
PT0520	Elk Grove	\$208,196	402	Motorcycle
PT0527	Lemon Grove	\$63,173	402	4 Vehicle Feedback Signs
PT0545	San Bruno	\$50,038	402	Message Display/Radar Trailer
PT0546	San Diego	\$396,279	402	N/A
PT0318	Monrovia	\$0	410	N/A

**\*PT0149 - SUPERIOR COURT OF CALIFORNIA, COUNTY OF VENTURA  
AUTOMATED CITATION DEVICE PILOT PROGRAM**

The program provides funds to implement a two county pilot program (Ventura and Los Angeles) to design, test, and utilize automated citation devices. The project streamlines the traffic citation process by reducing the time it takes an officer to issue a citation. (\$0)

**FISCAL YEAR 2005 PROGRAM FUNDING  
(POLICE TRAFFIC SERVICES)**

Task	Title		Major Cost Items					
1	Program Development and Administrative Coordination		Personnel and Operating Expenses					
2	Selective Traffic Enforcement and Education Programs (STEEP)		Personnel, DUI and Speed Trailers, Computers, Radar Units, Overtime, Operating Costs					
3	Statewide Activities (CHP Programs)		Overtime, Radar, Aircraft, Promotional Items					
4	Enforcement/Engineering Analysis Team		Personnel, Contractual Services					
5	Aggressive Driver Programs		Personnel and Operating Expenses					
6	Local Law Enforcement Enhancement Programs		Computers, P.A.S. Devices, Radar, DUI and Speed Trailers, Motorcycles					
Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	164	402	410	411	
PT	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$448,477.00	\$0.00	\$0.00	\$0.00
PT	2 Local	\$3,319,658.00	\$0.00	\$0.00	\$1,631,476.00	\$0.00	\$0.00	\$130,715.04
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PT	3 Local	\$84,404.67	\$489,632.52	\$0.00	\$0.00	\$0.00	\$0.00	\$93,934.00
	State	\$4,691.75	\$7,819,327.66	\$0.00	\$0.00	\$0.00	\$0.00	\$258,403.00
PT	4 Local	\$0.00	\$329,642.00	\$0.00	\$0.00	\$0.00	\$0.00	\$132,923.00
	State	\$148,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PT	5 Local	\$0.00	\$0.00	\$0.00	\$1,423,708.15	\$0.00	\$0.00	\$65,417.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PT	6 Local	\$694,209.74	\$0.00	\$0.00	\$1,076,014.00	\$0.00	\$0.00	\$317,352.00
	State	\$71,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>PSP TOTALS</b>								
<b>LOCAL:</b>		\$4,098,272.41	\$819,274.52	\$0.00	\$4,131,198.15	\$0.00	\$0.00	\$740,341.04
<b>STATE:</b>		\$223,691.75	\$7,819,327.66	\$0.00	\$448,477.00	\$0.00	\$0.00	\$258,403.00



# ROADWAY SAFETY

## ***I. PROGRAM OVERVIEW***

The Roadway Safety program focuses on the operating environment. Grant funds provide necessary equipment and facilities to aid in the identification and analysis of critical locations, the recommendation of traffic safety enhancements and the improvement of the traffic flow to ensure that responsible agencies have the technical expertise to perform necessary analyses. Roadway design, construction, and maintenance are not permissible under the Office of Traffic Safety (OTS) grant program.

OTS has continued the “Safety Through Construction and Maintenance Zones” training program. Utilizing this program, trainers are sent to locations throughout the state to provide two-day training sessions that instruct roadway maintenance and construction personnel on the latest methodology for enhancing the safety of workers and motorists in those areas receiving maintenance or which are under construction. The program is utilized extensively by many local agencies, public utility companies, and private firms. The Federal Highway Administration (FHWA) has specifically encouraged continuation of the program. Generally, this program is renewed every three years. The continuous turnover of highway construction and maintenance personnel assures a continuing need for this education program. Continuation of the program ensures that suitable training is available to enhance roadway safety through construction and maintenance zones.

A sound traffic-engineering program utilizes collision location data, an inventory of traffic control devices, data on the numbers and types of driving lanes, average and peak hour traffic volumes, and data on the direction of travel. In addition, a cogent traffic-engineering program should also include traffic circulation pattern information and data on adjacent land use. There should also be an ability to identify and analyze critical collision locations to establish reasonable speed limits (85<sup>th</sup> percentile), to coordinate and optimize signal timing, and to correlate all of the referenced data with the types and severity of collisions experienced. The engineer must perform analyses and recommend mitigation in the way of traffic controls, roadway design changes, alternative routes, and non-engineering (enforcement) improvements.

In some instances, increased tort liability actions are a motivating factor responsible for compelling agencies to improve their engineering analysis capabilities. Consequently, the nature of traffic engineering efforts must be proactive. In addition, complete traffic-engineering efforts must offer long-term mitigation to identified conditions.

## ***II. ACTION PLANS***

### **Traffic Control Device Inventory (TCDI)**

This activity involves establishing a relational database for the storage and retrieval of various control device data elements. Agencies must perform a complete field inventory of existing signs, signals, pavement and curb markings and stripping as well as the condition of each. Depending upon the size and complexity of the street layout table, some inventories may exclude certain items, such as pavement and curb stripping, and may keep separate inventories for some items, such as signals.

## **Traffic Counts**

This activity typically involves the purchase of several traffic counting devices and the development of a schedule for their periodic and regular deployment. Depending on the sophistication of the count devices and the agency, traffic counts may also include the incorporation and the development of traffic flow pattern charts to illustrate relative traffic volumes. Traffic counts should also include average daily traffic (ADT) and peak hour volume counts.

## **Identification and Surveillance**

This process allows for the systematic identification and ranking of critical or high collision locations within the jurisdiction and for performing analyses to discover conditions that may be contributing to the high collision rates. Software applications frequently include the generation of collision diagrams with Primary Collision Factors (PCF) identified. Applications may also include such functions as traffic flow analyses, traffic circulation patterns, and the statistical correlation of conditions present at the time of the collisions e.g., weather, time of day etc. In more sophisticated systems, collision locations can be identified as mid-block or intersection.

## **Bicycle and Pedestrian Safety**

In this activity, there is commonly one point of focus, either on bicycle safety or pedestrian safety. Bicycle safety typically involves analyzing bicycle collisions and bicycle travel patterns to determine the relative benefits of including bicycle lanes, special signage or the prohibition of bicycles from certain roadways. Pedestrian safety is most commonly associated with the development of "Recommended Route to School" maps or performing analyses to determine the probable benefits from the installation of signalized pedestrian crosswalks. Related to the latter, mitigation is the on-going evaluation of a recently developed device that enables pedestrians to alert motorists to their presence. The alert is achieved via in-pavement flashing LED lights. The California Traffic Control Device Committee (CTCDC) and the California Department of Transportation (Caltrans) has developed standards for these devices making them available to cities and counties in a non-experimental capacity throughout the state via OTS grant process.

Many engineering and enforcement agencies are still employing the use of manual collision and citation tracking systems or are forced to use unwieldy legacy data systems. Extracting meaningful data through either practice is an arduous and inefficient undertaking and the resulting data may be unreliable. For instance, jurisdictions that share a common boundary may find that crashes on the boundary roadways are undercounted (counted by the wrong agency) or double-counted (by multiple agencies). Either way, the data integrity is compromised. In addition, neither a manual system nor legacy system provides a viable and efficient means for communicating captured data on either an intra-agency or inter-agency level. This inability to share data results in the perpetuation of separate engineering and enforcement data systems in these jurisdictions. By developing modern open data systems that are usable by both traffic engineering and enforcement within a city and/or across jurisdictional lines i.e., county-to-county, OTS is providing an opportunity to enhance not only data sharing but overall communication and agency efficiency.

## **Geographical Information System (GIS)**

These systems involve extensive use of sophisticated and powerful software and hardware. Most applications locate data (collisions, citations, signage) by a unique geographical identifier (geocoding), usually points of longitude and latitude and employ software such as AutoCAD or ArcView. GIS incorporates the use of a wide variety of data layers, many of developed layers may be unrelated to traffic (such as census tracts, tax parcels, sewer lines, etc.); typically GIS will employ the use of global positioning satellite (GPS) transceivers. GPS technology directs signals to low orbit global satellites where the signal is then triangulated to a unique (specific) location on the earth's surface. Depending on the complexity of the community, the local funds the agency is willing to commit and the proposed uses of the systems, GIS offers a flexible and appropriate solution for a variety of identified problems. OTS has assisted many jurisdictions throughout the state in implementing Geographic Information Systems applications. Numerous cities and counties throughout the state have implemented GIS in their jurisdiction and many more are in the process of implementing GIS programs for their agency.

During this fiscal year, OTS intends to initiate many more grants involving Geographic Information Systems. In a planned effort, OTS intends to automate manual processes and replace legacy data systems that are no longer efficient or effective. OTS intends to implement these systems on a county level and on a city level in the "wired" counties.

## **Training and Review**

The Safety Through Construction and Maintenance Zones and the Engineering and Enforcement (E&E) Team programs are funded through the Institute for Transportation Studies (ITS) of the University of California, Berkeley. Both programs have received national recognition for their excellence.

With the advancements being made in data automation and the increased number of software packages related to traffic engineering and mapping, the scope of engineering in the OTS grant program has changed markedly from just a few years ago. As the concept of GIS matures, the line delineating traffic records and traffic engineering is rapidly blurring if not disappearing completely. Traffic record systems are becoming increasingly comprehensive, providing data storage and retrieval mechanisms that apply to both engineering and enforcement, as well as to other interested organizations. For this reason, many projects may appear to be traffic record projects when they are in fact, engineering projects. Since both disciplines may be using the same computerized database, the degree to which the project requires applied engineering fieldwork is used to distinguish between traffic records and traffic engineering.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS "Blueprint" contain additional recommended "best practice" countermeasures*):

- Promote regional Safety Management Systems (SMS) through local corridor safety projects.
- Encourage municipalities to explore and study modern traffic calming techniques and applications.

- Fund traffic-engineering projects that involve multi agency or multi municipality data sharing.
- Sponsor system concepts that support cooperative goals such as knowledge, resource, and data pooling.
- Promote system interconnectivity by funding telecommunications needs.
- Provide a working co-op-based system that will speed the paradigm shift of the traffic-engineering audience.
- Encourage the interdependence of traffic engineering activities amongst municipalities.
- Encourage the University of California, Berkeley, Institute of Transportation Studies to add Traffic Calming techniques to traffic engineering training classes.
- Train maintenance and construction workers in the “Safe Handling of Traffic through Construction and Maintenance Work Zones.”

### **III. TASKS**

#### ***TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION***

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

#### ***TASK 2 - ELECTRONIC ENGINEERING DATA SYSTEMS***

Projects funded in this task provide local agencies with the ability to collect, extract and manipulate traffic collision and citation data. Utilizing these high-powered data systems will enable these agencies to conduct thorough collision/citation analyses that will allow for statistically meaningful and technically accurate graphical representations. These systems will be used to track data throughout the locality to evaluate high collision/citation locations upon which to base mitigation efforts or other capital improvement decisions. In addition, these systems will also allow for information sharing between and amongst local jurisdictions along shared boundaries to effectively identify and classify collisions or other traffic related data by geographical reference points. Four grants will be continued into 2005, and five new grants will be initiated.

<b>Project No.</b>	<b>Fund</b>	<b>Agency</b>	<b>Equipment</b>	<b>Federal Share FY 2005</b>
RS0401	157	Belmont	N/A	\$42,600
RS0403	157	Carson	N/A	\$26,300
RS0414	157	Torrance	N/A	\$60,000
RS0509	402	Coachella Public Works	N/A	\$43,000
RS0511	402	Coronado	N/A	\$52,750
RS0515	402	Elk Grove	2 Speed Display Signs 2 Lighted Crosswalk Systems	\$124,100
RS0516	402	Fresno County	N/A	\$42,427
RS0517	402	Los Angeles Department of Transportation	N/A	\$75,000

### ***TASK 3 - ROADWAY IMPROVEMENT PROGRAM***

Projects funded in this task enable local agencies to implement minor improvements in the roadways, as authorized by FHWA, including the installation of traffic count programs.

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#### **RS0012 - CALIFORNIA DEPARTMENT OF TRANSPORTATION RUMBLE STRIP DEMONSTRATION PROGRAM**

Initiated in fiscal year 2000, the project is continued into fiscal year 2005. This project will identify a list of roadway segments statewide that have the highest “run-off-road” collisions for each type of roadway facility i.e., freeway, expressway and conventional. Once the roadway segments are identified, the grantee will develop safety strategies to improve the roadway and thereby reduce “run-off-road” crashes in the identified locations. One of these solutions may be rumble strips. The overarching effort will be to develop a “strip” that is compatible with all roadway users including bicyclists. In addition, a public relations campaign will be initiated when the rumble strips are installed to highlight the purpose of the program. (\$800) (Q8)

#### **RS0034 - CALIFORNIA DEPARTMENT OF TRANSPORTATION INDEPENDENT EVALUATION OF DISTRICT 10 CALTRANS AUTOMATED WARNING SYSTEM (CAWS) PROGRAM**

Initiated in fiscal year 2000, the project is continued into fiscal year 2005. An independent evaluation will be conducted of the effectiveness of the Caltrans Automated Warning System in Caltrans District 10. As recommended by the Caltrans development team personnel, the primary focus of the study will be the determination of the impact of the system on driver behavior. (\$231,763) (Q8)

#### ***TASK 4 - TRAFFIC ENGINEERING EXPERTISE***

Projects funded in this task enable agencies to better identify problems, suggest alternative solutions, and identify future needs by providing the traffic engineering expertise required. It also provides a professional engineer to the UC Berkeley Enforcement and Engineering Analysis Team, to conduct at least 35 annual administrative evaluations of local traffic engineering and enforcement programs. Funding for these projects is reflected in program area PT, Task 4.

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##### **PT0424 - UNIVERSITY OF CALIFORNIA, BERKELEY ENFORCEMENT AND ENGINEERING ANALYSIS TEAM PROJECT**

Initiated in fiscal year 2004, the project is continued into fiscal year 2004. This project will provide technical expertise to execute local traffic engineering and enforcement analysis. The program will be active throughout the State of California. Evaluation visits will be made by teams of experts for the ITS' Tech Transfer Program. Written analyses documenting the findings and recommendations are provided to host governments. The project also supports the organization of an annual statewide workshop on safety topics of interest to both enforcement and engineering professionals to highlight best practices and encourage information sharing across communities and among disciplines. (Funding for this grant is shown in PTS.)

#### ***TASK 5 - EDUCATION AND TRAINING***

Projects funded in this task provide training for enhanced roadway safety. Funds are also obligated for the training of persons responsible for collision investigation and analysis.

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##### **RS0008 - CALIFORNIA DEPARTMENT OF TRANSPORTATION TRAFFIC SAFETY AUDIT PROJECT**

Initiated in fiscal year 2000, the current project is continued into fiscal year 2005. Road Safety Audits is a program initiated by the Federal Highway Administration. The FHWA currently has fourteen states participating in its Road Safety Audits program. The program undertakes a formalized examination of an existing or future road or traffic project that interacts with road users. In this process independent, qualified examiners study a roadway and report on the collision potential and safety performance of the roadway. (\$0)

##### **RS0417 - UNIVERSITY OF CALIFORNIA, BERKELEY SAFETY THROUGH MAINTENANCE AND CONSTRUCTION ZONES PROJECT**

The project is continued into fiscal year 2005. This project will provide multiple two-day training sessions to promote Safety Through Maintenance and Construction Zones on California roads and highways. The training sessions are led by teams of experienced traffic engineers, and will be held throughout the state at the request of local agencies. Approximately, 30 workshops will be conducted annually. The target population includes government agencies and private companies who work in and around safety and construction zones. (\$241,419)

**RS0504 – CALIFORNIA DEPARTMENT OF TRANSPORTATION  
HIGHWAY WORK ZONE SAFETY PUBLIC AWARENESS CAMPAIGN**

This new project is planned for fiscal year 2005. This project will expand on a pilot project for work zone safety public awareness campaign statewide for one year. The proposed campaign will build on the prior campaign by expanding into areas of California that were not covered in the pilot campaign. The Department will continue to survey the impact of the campaign on public awareness and will analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions and whether a cost benefit analysis supports permanently continuing this campaign statewide. (\$1,818,712.00)

**RS0514 – DEPARTMENT OF MOTOR VEHICLES  
TRAFFIC SAFETY EDUCATION PROJECT**

The project results will comply with the Americans with Disabilities Act of 1992 by updating and combining DMV's first two videos entitled "Rules of the Road" and "Safe Driving Practices." The new combined video will enhance driver competency by providing a current video resource to reach people who are illiterate or have reading or other learning disabilities. In addition, this tape will also be suitable for DMV applicants for whom English is their second language. (\$55,245.)

**402**

**RS0521 – SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
COMMUNITY COALITIONS**

The State of California consistently leads the nation in pedestrian/trespasser fatalities and has ranked in the top five for grade crossing injuries and fatalities. This project effort will form a coalition consisting of the Southern California Regional Rail Authority (Metrolink), California Operation Lifesaver and other rail safety partners and will work to establish community coalitions in various cities and other communities. The project will develop multi-lingual educational materials that will be distributed to community partners to educate the public on rail safety in their community. (\$50,000.)

***TASK 6 - EQUIPMENT***

Projects funded in this task provide equipment for grantees to reduce the number of fatal and injury collisions in their jurisdiction. The hardware provided under this task tends to be specialized and designed to address an identified traffic safety issue in the jurisdiction. Including but not limited to speed trailers, speed feedback signs and changeable message signs.

<b>Project No.</b>	<b>Fund</b>	<b>Agency</b>	<b>Property</b>	<b>Federal Share FY 2005</b>
RS0416	157	Tuolumne County	N/A	\$0
RS0404	163	Fremont Public Works	Speed Feedback Signs	\$66,035
RS0407	163	Los Angeles-Public Works	Speed Feedback Signs	\$522,000
RS0410	163	Oakland-Public Works	N/A	\$0
RS0501	402	Alameda-Public Works	Speed Feedback Signs	\$53,000
RS0502	402	County of Alameda-Public Works	Speed Feedback Signs Radar Trailer with Changeable Message Sign	\$94,336
RS0503	402	Alturas PD	Radar Trailer	\$22,500
RS0505	402	Campbell-Public Works	Speed Feedback Signs	\$33,000
RS0507	402	Fontana-Public Works	Speed Feedback Signs	\$70,000
RS0510	402	Contra Costa Co-Public Works	Speed Feedback Signs	\$39,000
RS0512	402	County of Butte-Public Works	Radar Trailer with Changeable Message Sign	\$21,500
RS0513	402	Ventura County-Public Works	Speed Feedback Signs In-road Warning Lights	\$120,000
RS0518	402	Rancho Palos Verdes-Public Works	Speed Feedback Signs and Radar Trailer	\$30,000
RS0519	402	County of Santa Clara-Public Works	Speed Feedback Signs	\$129,663
RS0520	402	Sonora-Public Works	Portable Changeable Message Signs	\$81,500
RS0522	402	Stockton-Public Works	Speed Feedback Signs and Radar Trailer	\$111,602
RS0523	402	County of Tehama-Public Works	2 Changeable Message Sign Radar Trailers	\$41,500
RS0524	402	Ukiah-Public Works	Speed Feedback Signs	\$22,000

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#### **RS0136 - CALIFORNIA PUBLIC UTILITIES COMMISSION**

##### **TEST IN-PAVEMENT FLASHING LED LIGHTS SYSTEM AT SIX HIGHWAY-RAILROAD CROSSINGS**

Initiated in fiscal year 2001 the Test In-Pavement Flashing LED Lights System at Six Highway-Railroad Crossings” project is continued into fiscal year 2005. This project provides funds for the purchase of flashing lights to warn motorists of oncoming trains at two strategic railroad-crossing locations. The intent of this experimental safety project is to enhance public safety at highway-railroad crossings through implementation of innovative technology. This project seeks to determine any change in behavior among motorists approaching and passing through the crossing when the test devices are operational, and the cost benefit of utilizing psychological barriers at crossings as opposed to traditional gate-type alternatives. (\$46,000)



**RS0130 – CALIFORNIA DEPARTMENT OF TRANSPORTATION  
SBD I-5 (DESERT) NON-RECURRENT DELAY REDUCTION**

Initiated in fiscal year 2001, the San Bernardino I-5 Non-Recurrent Delay Reduction project is continued into fiscal year 2005. The project reduces delays from traffic incidents during major holidays by deploying Maintenance/TMT drivers to rove through the designated area. This roving will enable faster response and removal of incidents. The roving crews deploy ten Portable Changeable Message Signs (PCMS) to notify drivers of delays, safety messages, and incident messages. (\$101,103)

402

**RS0526 – YOLO COUNTY  
FLASHING BEACON PROJECT**

Under the Flashing Beacon Project, Yolo County will install these devices at the four intersections with the highest collision rates. The installation of the flashing beacons is an effort to attract the driver's attention to dangerous intersections, persuade drivers to stop, increase their awareness of cross traffic, and to reduce their speed for sharp curves. (\$94,400)

***TASK 7 – EVALUATION***

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**RS0525 - UNIVERSITY OF CALIFORNIA, BERKELEY  
STATE LEVEL GEOCODING OF SWITRS DATA**

This project is undertaking to determine the most efficient methodology to accomplish state level geocoding of SWITRS data. To accomplish this effort, the UC Berkeley, Traffic Safety Center will conduct a national state-level survey of GIS applications to crash data; research current California county-level GIS survey methods; research current literature in order to create an inventory of possible precedents, procedures, syntax resources and base map sources for GIS compatible data collection and finally, recommend efficient and cost-effective methods that would allow California to provide state level geocoding of SWITRS data. (\$64,000.)

***TASK 8 - INFRASTRUCTURE IMPROVEMENT***

The Caltrans Highway Safety Improvement Program (HSIP) includes all projects in which the primary purpose is to reduce the number and severity of collisions on California highways. Projects may range from spot improvements such as new signal installations to statewide systematic improvements to Clean Up the Roadside Environment (CURE).

The Highway Safety Improvement Program's intent is to reduce the number and severity of collisions and their associated costs. In calendar year 2001, on the California State roadway system, there were 3,517 fatal collisions, 201,478 injury collisions, and 317,567 property damage only collisions reported.

## **164HE**

### **HAZARD ELIMINATION PROJECTS**

The following narrative describes hazard elimination projects scheduled for continuation in 2005.

#### **CONSTRUCT TRUCK DESCENDING LANE ON INTERSTATE 15 IN SAN BERNARDINO COUNTY**

Initiated in fiscal year 2001, the "Construct Truck Descending Lane" project is continued into fiscal year 2005. The purpose of the project is to construct a southbound truck-descending lane. The project location is on Southbound Interstate 15 from 0.8 KM South of East Baker over crossing to 1.3 KM North of Halloran Summit over crossing in San Bernardino County. The project improvement is expected to alleviate southbound traffic congestion and safety concerns caused by a sustained downgrade exceeding two percent. Commercial vehicles make up a large percentage of the southbound traffic on this route as they move goods and services toward the Los Angeles basin. (\$0)

#### **FFY 2005 164HE PROJECTS**

Hazard Elimination Projects to be funded in FFY 2005 with Section 164 funds will consist of a variety of activities and individual projects based upon approved task orders in accordance with the provisions of Section 164 funding guidelines. (\$26,753,970)

**FISCAL YEAR 2005 PROGRAM FUNDING  
(ROADWAY SAFETY PROGRAMS)**

Task	Title		Major Cost Items					
1	Program Development and Administrative Coordination		Personnel and Operating Expenses					
2	Electronic Engineering Data Systems		Computer Hardware and Software, Contractual Services					
3	Roadway Improvement Program		Computer and Traffic Count Equipment					
4	Traffic Engineering Expertise		Personnel, Travel, Contractual Services, Operating Expenses					
5	Education and Training		Personnel, Travel, Operating Expenses, Contractual Services					
Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	164	402	410	411	
RS	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$85,226.00	\$0.00	\$0.00	\$0.00
RS	2 Local	\$0.00	\$0.00	\$0.00	\$337,277.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RS	3 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$26,800.00
RS	4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RS	5 Local	\$0.00	\$0.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$2,070,651.00	\$0.00	\$0.00	\$0.00	\$0.00	\$29,534.00

**FISCAL YEAR 2005 PROGRAM FUNDING  
(ROADWAY SAFETY PROGRAMS)**

Task	Title		Major Cost Items					
6	Equipment		Air Velocity Deer Whistles, In-Pavement Lighting Sys.					
7	Infrastructure Improvement		Contractual Services					
Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	164	402	410	411	
RS	6 Local	\$0.00	\$623,103.71	\$0.00	\$964,001.00	\$0.00	\$0.00	\$117,611.00
	State	\$46,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
RS	7 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$64,000.00	\$0.00	\$0.00	\$0.00
<b>PSP TOTALS</b>								
<b>LOCAL:</b>		\$0.00	\$623,103.71	\$0.00	\$1,351,278.00	\$0.00	\$0.00	\$117,611.00
<b>STATE:</b>		\$46,000.00	\$2,081,651.00	\$0.00	\$149,226.00	\$0.00	\$0.00	\$66,334.00

# TRAFFIC RECORDS

## ***I. PROGRAM OVERVIEW***

Traffic record systems include the data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety. Traffic record programs include data related to collisions and to every aspect of the program infrastructure. Data pertaining to people, vehicles, and roadways are all part of the total traffic records network.

The most common theme of the total records program is the Statewide Integrated Traffic Records System (SWITRS). Installed at California Highway Patrol (CHP) in 1974, the SWITRS provides collision-related reports to state and local agencies. Since SWITRS inception, there have been major advances in computing capabilities, rendering certain features of the SWITRS system cumbersome, time-consuming, and labor intensive. The cost and the impact of changing to an on-line system are presently being studied and system re-development is in progress.

The Traffic Accident Surveillance and Analysis System (TASAS), maintained by Caltrans, is the repository of all crash data pertaining to state and interstate highways, and includes detailed data on the location and types of roadways, as well as collisions occurring on these highways. TASAS does not include local (city or county) streets or roadway data.

Department of Motor Vehicles (DMV) maintains a large statewide computer network to record all registered motor vehicles and licensed drivers (and some unlicensed). The system generates a transcript for every person cited or arrested for a traffic violation who is subsequently convicted, or who defaults on bail and is forwarded by the courts to DMV. The resulting transcript becomes the basis for an entry into the Automated Management Information System (AMIS), even if the person arrested is not a licensed driver. If a citation is issued or an arrest is made in connection with a collision, the record of a collision involving a specific driver will be included in the file.

Advances in computer technology have enabled the DMV to establish a direct electronic link to nearly all of the municipal courts within the State. By means of this linkage, nearly all traffic court judges have access to complete and current driver histories, thereby making the penalties imposed by the court more in keeping with the actual driving record of the individual. DMV continues to expand this capability and is placing as many courts as possible on-line.

The Department of Justice (DOJ) system maintains a record of arrests made within the state, including the final disposition of each case. This record system shows all arrests, regardless of traffic involvement, and identifies specific vehicle code violations.

The Emergency Medical Services Authority (EMSA) has installed a statewide database of emergency medical conditions, including response times to collisions and subsequent treatment of collision victims. In the EMS system, all regional trauma systems store and retrieve medical data, with a certain mandated core data transmitted to the EMSA system. EMSA is trying to establish the means and methodology to track specific individuals from the collision to the emergency responder to the hospital and finally to hospital discharge. EMS linkage is necessary for the sensitivity index computation, and provides traffic engineers and traffic law enforcement personnel invaluable information on morbidity and mortality rates.

All cities and counties maintain traffic-related records, including data on local roadways. Many agencies report optimal effectiveness can be achieved by maintaining a local system that includes many of the same data elements contained in the statewide systems. A local system includes collision records, records of arrests and citations, and crash data on local streets and roads.

The geographic size of California and its large population makes the complete centralization of traffic records somewhat impractical. Therefore, various aspects of traffic records are delivered by a variety of responsible agencies. Consequently, it is more appropriate to refer to a traffic record network rather than a traffic record system.

Local agencies in California have identified specific difficulties in using SWITRS, primarily the time lag in receiving reports and the inconsistencies in the identification of local street names. For smaller cities, these problems do not represent major obstacles; but larger communities require an automated collision system to provide in part, a more timely record and a more accurate identification of crashes.

The Office of Traffic Safety (OTS) will continue to address the need for local systems by continuing to provide hardware and software to local grantees that are compatible with SWITRS. Many local agencies are implementing, or exploring the feasibility of implementing local Geographic Information System (GIS) based traffic record systems.

## ***II. ACTION PLANS***

OTS continues to implement the recommendations of the 1993 Traffic Records Assessment. With regard to this effort, as well as to the overall endeavor to provide effective records systems statewide, the advent of affordable Geographical Information Systems (GIS) has enhanced the awareness of the strong relationship between various aspects of traffic data and its potential impact on improved traffic safety. In keeping with this knowledge, the distinction between engineering and enforcement data records is vanishing, and is being replaced by more integrated and comprehensive systems. A variety of state and local agencies continue to work toward improving traffic record collection within the State of California. The "Traffic Records Council" was formed as recommended by a traffic record assessment team. The initial work plan was designed around the recommendations of that team. All major state departments producing traffic-related data are represented on the "council," including OTS. The Traffic Records Assessment team and the Traffic Records Council have not met formally for a number of years. Consequently, OTS will explore the possibility of reconvening these organizations for the purpose of measuring progress and developing new goals.

OTS remains committed to providing funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems. OTS is confident that once implemented these systems will decrease the agency resources needed to maintain collision and citation statistical data. These systems are also expected to reduce the frequency and possibly the severity of traffic collisions in each jurisdiction where the systems are implemented.

OTS strongly recommends that both engineering and enforcement agencies become involved in system selection, deployment and data sharing. This cooperative approach results in economies of scale (time and capital) to each of the agencies due to the system licensing and compatibility between the agencies. The GIS based collision and citation analysis program will allow agencies to conserve resources while at the same time provide

transportation engineers, public safety officers, department managers and enforcement agencies with timely, accurate and useable information upon which to base engineering, enforcement and other traffic related safety decisions.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS “Blueprint” contain additional recommended “best practice” countermeasures*):

- To ensure engineering and police departments have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- To utilize a shared system to sufficiently meet client/citizen information needs.
- To sponsor projects that promote the pooling of knowledge and data and resources between agencies, cities and counties.
- To advocate system interconnectivity amongst all levels of governmental Traffic Record data gathering entities.
- To build participant consensus in the development of regional automated Traffic Record systems.
- To promote the functional and economic benefits of data sharing between entities.
- To develop prototype systems that will assist in eroding the artificial territorial paradigms of the traffic engineering/enforcement communities.
- To develop automated records systems to provide timely reports and identify numbers and severity of collisions occurring at critical locations.
- To promote traffic records systems to reduce report preparation time.
- To build automated traffic records systems to reduce the time it takes to enter the incident into the system.
- To advocate automated systems that allow police department personnel to frequently receive information concerning officer assignments, citations, arrests, and high collision locations.
- To encourage the training of personnel in record processing and data retrieval and analysis.

### **III. TASKS**

#### ***TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION***

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. This plan includes projects that will be continued from prior fiscal years. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

#### ***TASK 2 - DATA RECORDS DESIGN AND IMPLEMENTATION***

Projects funded in this task provide the databases and data record design by which local agencies can supplement existing collision record programs with needed roadway data.

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##### **TR0508 - WATSONVILLE**

##### **SANTA CRUZ METRO POLICE DEPARTMENT'S HAND-HELD CITATION, COLLISION, DUI REPORT WRITING PROJECT**

A multi-jurisdictional traffic safety effort will be utilized by the four local police agencies in Santa Cruz County to efficiently report collisions, DUI, and citation information; analyze high collision locations and correlate these statistics to increase enforcement activity, establish traffic controls at key critical intersections, and improve safety. The objective is to reduce officer time in traffic reporting through the implementation of in-field electronic hand-held devices, integrated with software that supports data importation, report generation, and analysis. Secondly, the project seeks to reduce staff time processing traffic citations, meeting the California Superior Court electronic file standards, and creating a graphics interface for data importation. (\$215,000)

#### ***TASK 3 - COMPREHENSIVE DATA SYSTEM DESIGN AND IMPLEMENTATION***

Projects funded in this task include activities that are broadly based and encompass records systems that include law enforcement, collision investigation, traffic engineering, adjudication, and emergency medical services. It is within this task that comprehensive systems, such as GIS are funded.



**TR0401 - JUDICIAL COUNCIL OF CALIFORNIA, ADMINISTRATIVE OFFICE OF THE COURTS  
IMPROVED UNIFORM BAIL AND PENALTY SCHEDULE**

The project will continue into fiscal year 2005. The project provides funds for temporary/contract personnel to develop a database and updated bail schedule. The primary goal of this project is to improve the Uniform Bail and Penalty Schedule by developing a database that includes all infraction and misdemeanor violations of the Vehicle Code that are citable and reportable to DMV. The database will be made available electronically to all California Courts. These changes will increase traffic safety by improving driver records and removing problem drivers from California's roadways through proper application of fines and penalties. (\$14,500.)

**TR0403 - DEPARTMENT OF MOTOR VEHICLES  
DEVELOPMENT OF A DRIVER LICENSE APPLICATION MANAGEMENT INFORMATION SYSTEM  
(STAGE II)**

The project will continue into fiscal year 2005. The project will provide funds for personnel, training, travel, and computer hardware and software. The primary goal of the project is to develop and evaluate a prototype driver license application management information system and statistical database that would provide data for use in traffic safety research studies and monitoring driver licensing program operations. (\$46,608)

**402**

**TR00501 – ARCATA POLICE DEPARTMENT  
HUMBOLDT COUNTY ELECTRONIC CITATION PROJECT**

The department will implement the project to automate the traffic citation process. The hand held system will be used to reduce, and/or eliminate redundancies while significantly decreasing the time and resources needed to write, edit, store and manage citation records. The end result will be an increase in the productivity of the county's traffic enforcement and an overall improvement in streamlining court processes. (\$226,200)

***TASK 4 - HIGH RISK DRIVER IDENTIFICATION DATA CAPTURE IMPROVEMENT PROJECTS***

Projects funded under this task are primarily concerned with developing the methodology to correctly identify high-risk drivers and the subsequent development of software to allow for the tracking of the identified high-risk drivers.

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**TR0302 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES  
DEVELOPMENT OF A LONG RANGE STRATEGY AND PROCUREMENT OF A BIOMETRICS  
VERIFICATION SYSTEM**

Initiated in fiscal year 2004, the project will continue into fiscal year 2005. The project provides funds for consultant services to advise DMV how to implement a Biometrics Verification System (BVS). The design will ensure that one person has only one driver's license or identification (DL/ID) number and one DL/ID number belongs to only one person. The consultant will include developing the requirements necessary to secure a contractor to develop the BVS, and to develop a plan on cleansing the 80+ million images contained in the image database. (\$250,000)

**TR0201 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES****INTERNET REPORTING OR DRIVING UNDER THE INFLUENCE TREATMENT PROGRAM FORMS**

The project will continue into fiscal year 2005. The project provides funds for travel, contractual services, two database servers, two application servers, two rack setups, digital directory server two QL servers and software. Project activities include the development and implementation of an automated system that, via the Internet will allow DUI treatment program providers to report directly to DMV on the progress of individuals mandated to DUI treatment. The project goals are to expedite the update of participant driving records and notification to the offender of license suspension, revocation, restriction, or reinstatement. Due to implementation delays, this project was previously known as TR0008. (\$308,428)

**TR0505 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES****DEVELOPMENT OF A CONDITIONAL LICENSING SYSTEM: WAYS TO COMPENSATE FOR DRIVING-RELEVANT IMPAIRMENTS**

This project will address the development and targeting of educational intervention programs as one component of a projected conditional licensing system that will be based on the ways in which a driver performs in the three-tier assessment system developed under the Field –Implementation of Improved Driver Assessment System project. (\$82,531)

**TR0506 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES****AN EVALUATION OF THE TRAFFIC SAFETY IMPACT OF WAIVING THE DRIVER LICENSE WRITTEN KNOWLEDGE TEST**

This project will evaluate the traffic safety impact of giving eligible license renewal applicants an at-home test or test waiver in lieu of taking an in-office test. (\$99,142)

**TR0507 - DEPARTMENT OF MOTOR VEHICLES****WEB-BASED EMPLOYER PULL NOTICE (EPN) PROGRAM**

The project provides employers and regulatory agencies a means of promoting driver safety through the ongoing review of driver records of all Class 1/A, Class 2/B, transit authority, certificated, and Public Utilities Commission regulated drivers. The program is labor intensive with over 48,415 employers and 1.4 million drivers enrolled. This project eliminates the manual process by providing an electronic service delivery method. This provides timely notification to employers on driving related activities (e.g., citations, collisions, etc.) of their enrolled drivers, thereby enabling employers to promptly take remedial action. (\$846,400)

**FISCAL YEAR 2005 PROGRAM FUNDING  
(TRAFFIC RECORDS)**

Task	Title		Major Cost Items					
1	Program Development and Administrative Coordination		Personnel and Operating Expenses					
2	Data Records Design and Implementation		Consultant Services and Computer Equipment					
3	Comprehensive Data System Design and Implementation		Staff Salaries, Consultant Services and Computer Equipment					
4	High Risk Driver Identification Data Capture Improvement Projects		Staff Salaries, Consultant Services and Computer Equipment					
Program	Task No/	Funding Sources/Codes						Estimated Agency
Code	Agency	157	163	164	402	405	410	Contribution
TR	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$88,189.00	\$0.00	\$0.00	\$0.00
TR	2 Local	\$0.00	\$0.00	\$0.00	\$215,000.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TR	3 Local	\$0.00	\$0.00	\$0.00	\$226,200.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$61,108.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,806.00
TR	4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$1,336,500.76	\$0.00	\$0.00	\$0.00	\$0.00	\$923,023.00
<b>PSP TOTALS</b>								
<b>LOCAL:</b>		\$0.00	\$0.00	\$0.00	\$441,200.00	\$0.00	\$0.00	\$0.00
<b>STATE:</b>		\$0.00	\$1,397,608.76	\$0.00	\$88,189.00	\$0.00	\$0.00	\$929,829.00

## FFY 2005 PROJECT EQUIPMENT LIST

Project #	Agency	Equipment and Cost	Page
AL0409	Department of Justice	1 server (\$6,200)	05-AL-37
AL0500	Ventura Police Department	1 motorcycle (\$25,000)	05-AL-17
AL0503	Anderson Police Department	1 motorcycle (\$30,000)	05-AL-7
AL0505	Atascadero Police Department	1 motorcycle (\$28,000) 1 DUI checkpoint trailer (\$22,000)	05-AL-17
AL0506	Baldwin Park Police Department	1 motorcycle (\$22,000) 1 radar trailer (\$19,000) 1 DUI checkpoint trailer (\$18,000)	05-AL-7
AL0507	Beverly Hills Police Department	1 DUI checkpoint trailer (\$20,000)	05-AL-17
AL0509	Calabasas	2 low emission electric vehicles (\$14,000) 1 DUI collision display trailer (\$16,000)	05-AL-29
AL0511	California Highway Patrol	2 DUI checkpoint trailers (\$60,000)	
AL0513	Chula Vista Police Department	1 programmable message sign trailer (\$20,000)	05-AL-18
AL0519	Coachella Police Department	1 motorcycle (\$21,000)	05-AL-8
AL0520	Cypress Police Department	2 radar message trailers (\$44,000) 1 motorcycle (\$22,000) 6 radar feedback signs (\$63,034)	05-AL-8
AL0521	Daly City Police Department	10 motorcycles (\$250,000)	05-AL-8
AL0525	Oxnard Police Department	4 motorcycles (\$88,000) 1 message board (\$25,000)	05-AL-18
AL0528	Escondido Police Department	2 motorcycles (\$40,000)	05-AL-19
AL0529	Exeter Police Department	1 DUI checkpoint trailer (\$20,000) 1 motorcycle (\$15,000)	05-AL-8
AL0530	Fairfield Police Department	1 motorcycle (\$20,000)	05-AL-9
AL0531	Fontana Police Department	2 motorcycles (\$42,000)	05-AL-9
AL0535	Fresno Police Department	5 motorcycles (\$110,000) 1 radar sign (\$18,200)	05-AL-14
AL0536	Fresno Police Department	2 GPS units (\$22,000)	05-AL-38
AL0537	Galt Police Department	1 DUI checkpoint trailer (\$22,000)	05-AL-19
AL0538	Goleta Police Department	1 DUI checkpoint trailer (\$17,500)	05-AL-19
AL0540	Healdsburg Police Department	6 digital mobile video camera systems (\$44,512)	05-AL-19
AL0541	Hemet Police Department	1 in-car video camera (\$5,200) 1 moving radar unit (\$5,500)	05-AL-35
AL0546	La Habra Police Department	2 motorcycles (\$44,000) 1 speed awareness/monitoring trailer (\$15,000)	05-AL-10
AL0553	National City Police Department	3 motorcycles (\$62,000) 1 DUI checkpoint trailer (\$21,000)	05-AL-20
AL0555	Orange County Sheriff-Coroner Department	1 portable light tower (\$8,000)	05-AL-41

<b>Project #</b>	<b>Agency</b>	<b>Equipment and Cost</b>	<b>Page</b>
AL0556	Orange Police Department	1 DUI checkpoint trailer (\$22,000)	05-AL-11
AL0558	Paso Robles Police Department	1 DUI checkpoint trailer (\$22,000)	05-AL-20
AL0562	Pomona Police Department	1 portable light tower (\$18,000)	05-AL-20
AL0563	Redondo Beach Police Department	2 motorcycles (\$44,000)	05-AL-11
AL0565	Roseville Police Department	1 motorcycle (\$23,000)	05-AL-11
AL0566	Sacramento County	15 breath alcohol testing instruments (\$117,690)	05-AL-37
AL0567	Sacramento Police Department	2 changeable message signs (\$16,000) 2 radar trailers (\$10,000)	05-AL-11
AL0569	San Bernardino County Sheriff	2 motorcycles (\$42,000)	05-AL-12
AL0570	San Bernardino Police Department	1 radar message trailer (\$25,000)	05-AL-12
AL0573	San Francisco State University Police Department	2 motorcycles (\$43,000) 1 DUI checkpoint trailer (\$13,500) 1 breath testing unit (\$7,900)	05-AL-12
AL0574	San Jose	1 DUI mobile command vehicle (\$244,788) 1 infrared fingerprint ID system (\$20,000) 1 towable DUI collision display trailer (\$20,200)	05-AL-12
AL0580	Santa Maria Police Department	1 total station collision analysis system (\$8,700)	05-AL-13
AL0581	Santa Monica Police Department	2 motorcycles (\$40,000) 1 total station (\$15,000) 1 communications system (\$13,790) 1 Omega database system (\$13,500)	05-AL-13
AL0585	Vernon Police Department	1 DUI checkpoint trailer (\$20,000)	05-AL-21
AL0587	Walnut Creek Police Department	1 DUI checkpoint trailer (\$25,000)	05-AL-13
AL0592	Auburn Police Department	1 motorcycle (\$29,500)	05-AL-13
AL0593	Oroville Police Department	1 electronic link (\$7,500) 1 mobile data terminal (\$10,000)	
AL0598	California Department of Justice	2 GC/MS EI/CI instruments and ancillary equipment (\$205,500)	05-AL-37
EM0501	Anderson Fire Protection District	1 cutter (\$5,000) 1 spreader (\$5,000) 1 power unit (\$5,000)	05-EM-3
EM0503	Butte County Fire Rescue	1 spreader (\$7,080) 1 power unit (\$7,492) 11 combination tools (\$54,670) 1 rescue squad @ 25% of total cost (\$15,000)	05-EM-3
EM0504	California Department of Forestry and Fire Protection	6 self-contained rescue tools (\$45,000)	05-EM-3

<b>Project #</b>	<b>Agency</b>	<b>Equipment and Cost</b>	<b>Page</b>
EM0505	Ceres	14 hydraulic spreaders (\$58,386) 13 power units (\$23,115) 6 combination tools (\$26,544)	05-EM-3
EM0507	Daly City Fire Department	1 power unit, 1 spreader, 1 cutter (\$23,944)	05-EM-3
EM0509	El Dorado County Fire Districts	8 power units (\$50,978) 7 spreaders (\$44,654) 4 combination tools (\$28,800)	05-EM-3
EM0511	Lompoc Fire Department	2 power units (\$16,500)	05-EM-4
EM0512	Murphys Fire Protection District	1 spreader (\$5,500) 1 power unit (\$5,625)	05-EM-4
EM0513	North Tahoe Fire Protection District	7 self-contained rescue tools (\$64,050)	05-EM-4
EM0514	Pinole Fire Department	1 spreader (\$6,500) 1 power unit (\$5,500)	05-EM-4
EM0515	Riverside County Fire Department	7 cutters, 7 spreaders, 2 combination tools (\$65,250) 1 heavy rescue vehicle (\$64,750) 1 thermal imaging camera (\$14,000) 7 power units (\$33,000)	05-EM-4
EM0516	Riverside Fire Department	1 spreader (\$10,000) 1 cutter (\$10,000) 1 power unit (\$10,000)	05-EM-4
EM0517	San Bernardino County Fire Department	9 sets of airbag lifting systems (\$81,315) 9 power units, 8 cutters, 8 spreaders (\$351,583) 11 VHF radio signal repeaters (\$165,000) 1 vehicle stabilization system (\$12,000) 1 thermal imaging camera (\$15,790)	05-EM-4
EM0518	Arroyo Grande	16 combination tools (\$240,000)	05-EM-4
EM0519	Sonoma County	6 combination tools, 8 power units, 7 spreaders, 1 cutter (\$360,150)	05-EM-4
EM0521	Tulare County Fire Department	1 hydraulic spreader (\$6,500) 3 power units (\$30,900) 1 cutter (\$3,000) 3 combination tools (\$44,900)	05-EM-4
EM0522	Tuolumne County	4 spreaders (\$26,981)	05-EM-4
OP0501	California Highway Patrol	2 mobile message boards (\$50,000)	05-OP-8
PS0502	Chowchilla	2 in-pavement lighted crosswalks (\$40,000)	05-PS-9
PS0504	City of Irvine	2 in-pavement lighted crosswalks (\$52,000)	05-PS-9
PS0505	City of La Habra	10 changeable radar signs (\$80,825)	05-PS-9
PS0506	City of Long Beach	12 radar speed feedback signs (\$64,000)	05-PS-8

<b>Project #</b>	<b>Agency</b>	<b>Equipment and Cost</b>	<b>Page</b>
PS0509	City of Pasadena	2 in-pavement lighted crosswalks (\$60,000)	05-PS-9
PS0510	City of San Fernando	2 sequential pavement lighting systems (\$60,000)	05-PS-9
PS0512	Daly City Police Department	3 in-pavement lighted crosswalks (\$30,000)	05-PS-9
PS0514	Fullerton	18 radar speed feedback signs (\$144,000)	05-PS-9
PS0515	Glendale	4 in-pavement lighted crosswalks (\$96,000)	05-PS-9
PS0516	Glendora	4 radar feedback signs (\$32,000)	05-PS-6
PS0521	Merced County	1 in-pavement lighted crosswalk (\$15,000)	05-PS-9
PS0522	Montclair Public Works Department	1 in-pavement lighted crosswalk (\$22,000)	05-PS-9
PS0525	Riverside Police Department	1 bus camera system (\$50,000)	05-PS-6
PS0526	San Carlos and Belmont Police Departments (Joint)	1 illuminated crosswalk (\$41,500) 1 radar speed display (\$6,100)	05-PS-9
PS0527	San Diego County	8 radar feedback signs (\$72,000) 2 in-pavement light systems (\$24,000)	05-PS-9
PS0529	San Jose, Department of Transportation	1 vehicle (\$35,000)	05-PS-6
PS0530	Santa Ana	2 radar trailers (\$30,000)	05-PS-7
PS0531	South San Francisco Police Department	6 radar speed feedback signs (\$60,000)	05-PS-10
PS0534	San Mateo Police Department	2 variable message boards (\$44,000)	05-PS-6
PS0537	City of Fairfield	4 solar powered radar speed display signs (\$32,800)	05-PS-9
PT0501	Atwater Police Department	1 motorcycle (\$22,500)	05-PT-5
PT0503	Banning Police Department	1 radar trailer (\$18,000) 1 motorcycle (\$29,000)	05-PT-13
PT0504	Beaumont Police Department	1 motorcycle (\$28,000)	05-PT-5
PT0505	Bishop Police Department	1 radar traffic trailer (\$18,000)	05-PT-13
PT0512	California State University, Hayward	1 mobile radar trailer (\$20,000) 2 in-pavement crosswalks (\$25,000 each)	05-PT-13
PT0513	City of Arroyo Grande	3 in-pavement lighted crosswalks (\$60,000)	05-PT-5
PT0516	Clovis Police Department	2 motorcycles (\$40,000)	05-PT-6
PT0517	Costa Mesa	4 motorcycles (\$104,000) 1 radar message trailer (\$22,840) 1 aggressive driving vehicle (\$37,000)	05-PT-5
PT0518	Davis Police Department	2 motorcycles (\$55,700) 1 color plotter (\$6,000)	05-PT-13

<b>Project #</b>	<b>Agency</b>	<b>Equipment and Cost</b>	<b>Page</b>
PT0519	El Camino College Police Department	1 radar message board (\$16,428)	05-PT-13
PT0520	Elk Grove Police Department	1 motorcycle (\$23,000)	05-PT-13
PT0523	Indio Police Department	2 fully equipped motorcycles (\$42,000)	05-PT-5
PT0525	Irwindale Police Department	1 educational display trailer (\$24,410)	05-PT-5
PT0527	Lemon Grove	4 radar feedback Signs (\$41,900)	05-PT-13
PT0528	Livermore Police Department	1 motorcycle (\$25,000) 1 crosswalk flashing device (\$25,000) 1 lidar radar unit (\$6,500) 2 pole mounted radar units (\$10,000)	05-PT-5
PT0531	Los Angeles Police Department	5 DUI educational trailers (\$50,000) 4 radar trailers (\$52,000) 1 LCD projector (\$5,000)	05-PT-5
PT0533	Morro Bay Police Department	1 SMART radar trailer (\$15,000)	05-PT-13
PT0534	Murrieta Police Department	1 exhibit trailer (\$5,000) 1 motorcycle (\$33,000)	05-PT-5
PT0538	Pismo Beach Police Department	2 motorcycles (\$41,000)	05-PT-5
PT0539	Rancho Cordova Police Department	2 motorcycles (\$49,688) 1 radar trailer (\$17,000) 1 DUI checkpoint trailer (\$20,000) 1 total station system (\$32,000)	05-PT-5
PT0542	Redwood City Police Department	1 radar message board (\$27,000)	05-PT-5
PT0543	Riverbank Police Services	1 motorcycle (\$21,600) 1 message/radar sign board (\$19,600)	05-PT-5
PT0544	Sacramento County Sheriff's Department	2 portable message boards (\$49,000)	05-PT-6
PT0545	San Bruno Police Department	1 radar display trailer (\$22,000)	05-PT-13
PT0548	Santa Paula Police Department	1 motorcycle (\$23,350)	05-PT-5
PT0549	Santa Rosa Police Department	2 motorcycles (\$60,000)	05-PT-6
PT0550	Seaside Police Department	1 motorcycle (\$24,000) 2 in-pavement lighted crosswalks (\$45,000) 1 total station collision analysis system (\$6,174)	05-PT-5
PT0551	Sebastopol Police Department	2 motorcycles (\$56,000)	05-PT-5
PT0555	Temecula Police Department	1 radar message trailer (\$20,400) 1 motorcycle (\$21,000)	05-PT-13
PT0559	Monterey Park Police Department	1 educational trailer (\$35,000) 2 motorcycles (\$44,000) 1 driving simulator package (\$75,000)	05-PT-6
RS0501	Alameda	6 solar powered radar speed display signs (\$39,000)	05-RS-8



<b>Project #</b>	<b>Agency</b>	<b>Equipment and Cost</b>	<b>Page</b>
RS0502	Alameda County Public Works Agency	4 driver feedback speed signs (\$41,000) 1 radar trailer/message board traffic management system (\$27,000)	05-RS-8
RS0503	Alturas Police Department	1 changeable message sign radar trailer (\$21,000)	05-RS-8
RS0505	Campbell	3 radar speed feedback signs (\$30,000)	05-RS-8
RS0507	City of Fontana	10 radar speed feedback signs (\$65,000)	05-RS-8
RS0510	Contra Costa County Public Works Department	4 radar speed feedback signs (\$36,000)	05-RS-8
RS0511	Coronado	1 plotter (\$5,000)	05-RS-5
RS0512	Butte County	1 changeable message sign radar trailer (\$20,000)	05-RS-8
RS0513	County of Ventura	5 radar speed feedback signs (\$40,000) 4 in-road warning lights (\$80,000)	05-RS-8
RS0515	Elk Grove	2 in-pavement lighted crosswalks (\$40,000) 2 speed display signs (\$10,200)	05-RS-5
RS0518	Rancho Palos Verdes	1 speed monitor trailer (\$17,000) 2 radar speed feedback signs (\$12,000)	05-RS-8
RS0519	Santa Clara County	8 solar-powered radar speed feedback signs (\$72,000)	05-RS-8
RS0520	Sonora	4 changeable message signs (\$80,000)	05-RS-8
RS0522	Stockton	2 radar trailers (\$31,414) 16 speed display signs (\$55,040)	05-RS-8
RS0523	Tehama County Public Works	2 changeable message sign radar trailers (\$40,000)	05-RS-8
RS0524	Ukiah	4 speed display signs (\$22,000)	05-RS-8



CALIFORNIA OFFICE  
OF TRAFFIC SAFETY

